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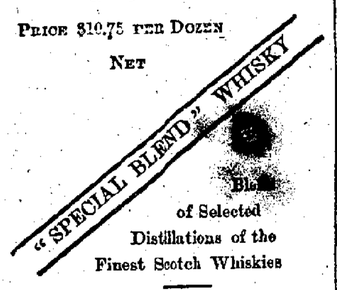

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C

HONGKONG, 22nd July, 1901

THE Ethiopian cannot change his skin, nor the leopard his spots, neither can the Chinese official surrender his prejudices. Signs of this are abundant. You may compel him to adopt other habits, other customs for the moment whilst abroad, but once back again in the Celestial Empire he promptly returns to his wallow. If foreigners imagine that a new era, with new manners and different customs, will dawn for Peking on the return of the wandering Chinese Court, then are they vastly mistaken. Little will be changed, some buildings will be erected for others which had the merit of comparative antiquity, but nothing else; some Boards or officials will take the place of others, who have perhaps quitted the scene altogether. But on the whole, after a more or less superficial sweeping and garnishing, the spirit of Celestial stagnation will take quiet possession of the capital and district, with the result that the same methods will prevail, the same apathy govern, and the same dislike to innovation inspire the ruling powers. Already there are indications of this, in the repugnance of the Empress Dowager to allow the Court to return to Peking until the invading battalions of foreign troops have removed from the capital. A further proof of this hatred of change and dread of publicity is afforded in a recent Imperial order telegraphed to the Peace Plenipotentiaries, Prince CHING and LI HUNG-CHANG, from Hsianfu. A translation of this interesting document, given by our Shanghai morning contemporary, is to the following effect:—"You are hereby commanded to protest "with all your strength to the Ministers of "the Foreign Powers against the construc- "tion of forts within the area apportioned "for the various Legations and closely "threatening the 'Forbidden City.' Try "your best to make some sort of arrange- "ment to prevent such a step. As for the "proposed retention of some Foreign troops "to act as railway guards for the North "China railways, you are required to "arrange for the retention of a strong force "for the purpose of suppressing any disor- "ders on the line. The railway terminus "must be established outside the walls of "the capital; railway carriages must not "be permitted to steam straight into Peking, "for the sake of the dignity of the place."

The presence of a garrison of any kind is still as objectionable as ever to the Empress Dowager, and the erection of forts behind which they could seek refuge, if attacked, is obviously a sore point with Her Majesty. Why this should be, it is difficult to reconcile with a genuine desire for the restoration of friendly relations with the Powers. It might have been supposed that, after the Foreign Ministers had had so narrow an escape of being massacred and of the Legations being torn down over their heads, the Chinese Government would have been only too ready to agree to any reasonable precaution that would have the effect of restoring confidence and rendering residence in the capital less irksome. Even if the erection of fortifications did imply a want of confidence in Imperial assurance, the Chinese Government have no right to resent the want of the confidence after last year's treachery. They have done everything to destroy confidence, always a plant of slow growth, and they must be prepared to sacrifice something in order to regain it. But the old lady of Hsianfu is plainly not inclined to make any such sacrifice, nor is she willing even to sanction the establishment of military posts to protect the railway and keep open the route to Tientsin in case of necessity. This must be done by Chinese troops, forsooth, and so far from the occupants of the Legations being reassured by having a means of retreat left in their rear, it is proposed that this be virtually cut off by its being placed in the hands of the very persons who so nearly accomplished the destruction of all foreigners in Peking last year. The Powers are not likely, we imagine, to agree to such a proposal. The Chinese Government have got first to earn the right to be trusted. At present they are on their good behaviour: they are tolerated, of necessity, not trusted. Nor will the plea of the Empress against the railway terminus being allowed to enter Peking weigh much with the Powers, who really desire, on account of the moral effect, to see the iron road penetrate the walls of the city and do its part in breaking down the ramparts of prejudice so long and so jealously maintained. The question of dignity certainly does not come in; the matter of convenience would be much more to the point. There are many great termini in the British metropolis, and they are also permitted to enter all the great continental capitals, although in many cases great difficulties have been encountered in constructing them, both in the shape of destruction of buildings and in the piercing of costly tunnels for the purpose. There is nothing either very costly or beautiful in Peking which need stop the way, and the question of sentiment is no stronger than was the case in Europe, where the railway was a dubious and not altogether welcome innovation. No one will urge probably that the line be carried into the heart of the so-called "Forbidden City," but there is no reason why the terminus should not be erected within the walls if more convenient for the traffic. The tenor and terms of the Imperial order on the subject however, show the disposition of the Imperial Government, and it will be useful to take note thereof, so that no delusion may obtain as to the unchanged view of the Chinese officials and Court.

During the 24 hours ending at noon on Saturday there were reported 4 fresh cases of plague and 4 deaths (all Chinese).

Among the arrivals by the *Hongkong Maru* was the Rev. E. J. Hardy, M.A., the new Chaplain to the Forces in Hongkong, in succession to the Rev. G. B. Vellings.

Mr. James Henderson, foreman shipwright at the Kowloon Docks, left for England on Saturday by the P. & O. steamer *Sunda*, having completed a five years' engagement. On the preceding night a social meeting was held in the reading-room at the Docks, when Mr. W. C. Jack, superintendent engineer, on behalf of the staff, presented Mr. Henderson with a gold watch, suitably inscribed.

The death returns for the month of June show that there were 51 deaths in the European and foreign community (43 civilians, 8 army, 1 navy) and 952 in the Chinese community. Plague accounted for 572 victims, including 20 European and foreign civilians, 105 of the Chinese plague cases were among the Kowloon land population, 69 in No. 4 district, 54 in No. 5, 52 in No. 6, 51 in No. 9, 49 in No. 7, and 41 in No. 2, 93 deaths were from chest affections and 38 from malaria. The average death-rates in the principal registration districts were as follows:—British and Foreign civil community, 5.4 per 1,000 per annum (the same as May); Chinese community, Victoria, Land 54.1, Boat 33.1; Chinese, whole Colony, Land 43.6, Boat 30.6, Land and Boat 41.9; whole civil community 42.3.

The French flagship *Amiral Charner* has come south to enable Admiral Bayle to inspect the French ships at Foochow, Swatow, Canton, etc.

An Imperial order from Hsian has been sent to Shanghai for Prince Chun, permitting him to visit Belgium, Great Britain, the United States, and Japan, after completing his mission to Berlin.

We received yesterday morning from Mr. W. A. Rublee, U.S. Consul-General, the following typhoon warning, dated Manila observatory, 7 a.m.:—Typhoon in the Pacific east Luzon.

On Saturday the British transports *Uganda* and *Sumatra* arrived from Taku, and the *Haiching* from Weihaiwei; the hospital-ship *Carthage* left for Taku, and the surveying-ship *Waterwitch* for Borneo.

Colonel L. F. Brown, R.E., Officer Commanding the Troops, has been appointed a Member of the Executive and Legislative Council during the absence on leave of H. E. Major-General Gascoigne.

The command of the China Expeditionary Force was handed over, on the 11th inst., by Lieut.-General Gaselee, K.C.B., to Major-General Creagh. General Gaselee will sail for Japan on a pleasure trip shortly, and will land at Kobe.

The Clinical Report on Malaria as seen in the Government Civil Hospital during the half year of 1901, by Dr. J. Bell, Acting Principal Civil Medical Officer, and Lieut. Stewart, I.M.S., Acting Assistant Superintendent, is published in the *Gazette*.

By the appointment of Mr. F. A. Hazeland to the position of Second Magistrate, the office of Deputy Registrar at the Supreme Court is now vacant. Mr. J. W. Jones has acted as Acting Deputy Registrar for the past four years.

The German second-class cruiser *Iltis*, (Captain Lans), which arrived in the harbour on Saturday from the North, took an active part, it will be remembered, in the bombardment of the Taku forts, when the heroic Captain Lans was severely wounded. The *Iltis* is going on to Canton.

L'Echo de Chine says that bad news has been received from mid-China, the missionaries having grave reason for alarm in Shansi, Hupeh, Honan, Kiangsi, and certain points in Mongolia. But, as has been pointed out, as far as regards Shansi, any rate, the reception of the missionary party at Taiyuanfu goes to show that the alarm is groundless.

With reference to a report that General Yin Ch'ang, Military Secretary to Prince Chun, has been appointed to succeed H. E. Lü Hai-huan the present Chinese Minister at Berlin whose term expires this year, the *N.-C. Daily News* says that an enquiry at the proper quarter does not confirm the report, no official message to that effect having been so far received by the official most nearly concerned in the matter. As far as attainments go, however, a better choice could not be made, as General Yin Ch'ang speaks German fluently, and is a very able officer.

An *Asahi* telegram, dated Tokyo, 10th July, says:—About 2,000 Coreans, who live in the district where the Seoul station of the Seoul-Fusan Railway is to be, recently sent a protest to the Mayor of Seoul against the removal of their dwellings. The Mayor referred the matter to the Corean Railway Department; but the latter is unable to do anything in the matter as the place has already been granted to the Japanese company. The site of the Fusan station, which has been handed over to the company, has also given rise to a dispute. The Corean War Department authorities raised an objection recently on the ground that the place was intended as a site for barracks. The Corean authorities at Fusan who transferred the property are reported to be in an awkard fix, their own higher authorities pressing them on one side and the Japanese company on the other. It is, however, reported that the company will be able to start work as arranged if the Japanese Minister to Seoul and the directors of the company take up a firm attitude in the matter.

Yesterday night a rickshaw coolie, tired of waiting for a fare who had gone into the Hongkong Hotel, went to look for his passenger, but was stopped by an Indian watchman, who ordered the trespassing Chinaman outside. The coolie persisted, and the upshot was that the watchman either kicked or hit him in the stomach, dropping him like a stone. A hubbub ensued, and the watchman was arrested, whilst the coolie, to all appearance dead, was carried to the Central Police Station to permit of enquiries being made. Here he was examined, and a swelling over the spleen discovered. As efforts to bring him round were futile, his removal to the hospital was deemed expedient. On the way the apparently dead man revived wonderfully, and scrambling out of the ambulance attempted to get away. The lukong in charge of the party, however, frustrated the attempt, and with much difficulty brought his struggling captive back to the Central, where the circumstances were explained. "What was the matter—why did you attempt to run away?" the coolie was asked. The reply, given through the medium of the interpreter, was amply demonstrative of the well-known antipathy of the lower class Chinese for European medical institutions—"I thought I was being taken to the plague hospital." He was accommodated with quarters next to those of his assailant.

The Chungking correspondent of the *Echo de Chine* says M. Bons d'Anty, French Consul, is leaving for home *via* America.

The Siamese Royal Decree on Quarantine, forwarded by the Acting British Consul-General at Bangkok, is published in the *Gazette*.

On her next voyage home, the steamer *König Albert* will have as passengers H.E. Lieut.-General von Lessel, commanding the German Expeditionary Force in China, and the members of his staff.

Prince Konoye, representing the National Union Association, will shortly start for China, accompanied by Mr. Kuga, the chief editor of the *Nippon*. They will proceed to Peking *via* Chefoo and Tientsin, thence to Shanhaikwan and Newchwang; and on their way home will visit Chemulpo and Seoul.

During this summer the Japanese standing squadron, divided into several fleets, will carry out manœuvres in Japanese and Corean waters. A portion of the squadron at Yokohama and the remainder at Sasebo were to leave those ports on or about the 19th inst. to take part in the proceedings. After the manœuvres are over, all the vessels will assemble at Hakodate, and will thence return in September next to Yokohoma by way of the Pacific.

An action of a most practical kind was taken on Friday afternoon by His Honour T. Sercombe Smith, Acting Puisne Judge, to decide a claim in a summary case. It seems that during the typhoon in November last the embankment protecting certain paddy-fields skirting Ching-Wan Bay was considerably damaged. The three owners of the paddy-fields joined together and agreed to have the embankment repaired and to divide the cost between them in proportion to the extent of their respective lots. This plan was carried into effect, but when it came to settling up one of the paddy-field owners, Yung Kwok Shui by name, refused to pay his share of $57·40 on two grounds—first, because he was not a party to the agreement, and secondly, because his land was in no way bounded or protected by the embankment. He was thereupon sued by the other two, and as the only way of determining the defendant's liability, His Honour decided to go over to Ching-Wan and inspect the ground personally. Accordingly, in the afternoon, accompanied by several officials of the Supreme Court he went over to Ching-Wan in a steam-launch. In addition to going over the ground, His Honour examined one or two of the village "elders," and as a result decided in favour of the plaintiffs, with costs.

A DISASTROUS FIRE.

People living in the neighbourhood of No. 5 Police Station (Fire Brigade), were aroused from their slumbers about 2.45 on Saturday morning by the clang of the fire-bell. Fire had broken out in a paper-shop at No. 7, Victoria Street, and within a few minutes after the alarm was given the brigade was on the spot. Hoses were at once turned on, but in spite of the hard efforts made by both the Fire Brigade, under command of Deputy-Superintendent F. J. Badeley, and the police, under command of Inspector Kemp, Sergeants Garrod and Gourlay, No. 8 and then No 6 also caught fire, and it was impossible to subdue the conflagration until the three houses were thoroughly gutted. The paper-shop where the fire broke out had fire-crackers in stock, the explosion of which made by standers almost think themselves in the midst of a mimic battle. As soon as the fire was subdued, Sergts. Garrod and Gourlay entered the ruins of house No. 7, when on reaching the back staircase, a gruesome sight met their gaze. Six human beings lay huddled together at the top. All were more or less roasted. At the same time it was evident that death reached them through suffocation from heat and smoke before they suffered much from the burns. The victims were three males, aged seventeen, nine and one year of age respectively, and three females, aged 56, 36 and 12 years of age.

We regret to report that P. C. Gordon, while actively engaged in assisting to put out the fire, had an attack of epilepsy, and falling in the midst of his work was somewhat cut about the face by falling timbers from the burning houses. He was taken to the Government Civil Hospital, where he is reported to be doing fairly well. It is rumoured that the Transatlantic and Hamburg Fire Insurance Co. is involved in this fire to the extent of $4,000, in one policy, and another $2,500, while the Tung On is responsible for $2,500, the Fuk On for $2,500, and Commercial Union for about $2,500.

LATEST STEAMER MOVEMENTS.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 29th June, *via* Honolulu, has arrived at Yokohama, and left for this port on the 20th inst., a.m., *via* Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on 9th instant.

The T. K. K. steamer *Nippon Maru*, with mails, &c, left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on 17th instant.

The N. Y. K. steamer *Yawata Maru* (Australian Line) left Nagasaki *via* Shimonoseki for this port on the 19th inst., p.m., and is expected to arrive here on the 23rd inst., a.m.

The N. P. steamer *Braemar* left Tacoma on the 17th inst. for Yokohama and Hongkong.

The N. Y. K. steamer *Kanagawa Maru* (European Line) left Shimonoseki for this port on the 20th inst., a.m., and is expected to arrive here on the 24th inst.

The O. S. S. steamer *Stentor* left Singapore on the 20th inst., and is due in Hongkong on the 25th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 21st July, 7.20 p.m.

OUTBREAK IN FOHKIEN.

It is officially reported that there is a serious secret society outbreak at Hsinghua, in Fohkien province, where is the Rev. Ohlinger's mission.

THE WAR IN SOUTH AFRICA.

LONDON, 19th July, 12.25 p.m.

BOER GOVERNMENT DESPAIRING IN MAY.

Lord Kitchener telegraphs that he has captured some correspondence of Mr. Reitz, Secretary of the former Transvaal Government, written in May last. In it Reitz states that Botha, Viljoen and Smuts had met and considered the situation. Numbers of their followers were continually surrendering, ammunition was nearly exhausted, the Government was becoming weaker, losing support, and becoming disorganised. The Government was therefore convinced that the time had come for the final step.

STEYN'S REPLY.

Mr. Steyn replied urging a continued resistance, trusting in God and in hopes of foreign intervention.

GENERAL NEWS.

LONDON, 19th July, 12.25 p.m.

COTTON MARKET.

Moderate business has taken place in cotton. American is 1/16 up and Indian 1/16 down.

LONDON, 20th July, 11.50 p.m.

THE "SOBRAON" WRECK ENQUIRY.

The enquiry into the wreck of the *Sobraon* has resulted in a statement that the steamer's loss was not due to any defection of the Captain or officers.

LIBERALS ON ROSEBERY'S DIAGNOSIS.

Mr. Asquith and Sir E. Grey have made speeches in which they oppose Lord Rosebery's diagnosis of the situation and the prospects of the Liberal party.

REUTER'S SERVICE.

LONDON, 18th July.

PARLIAMENT—THE WAR LOAN BILL.

The Finance (War Loan) Bill has been read a third time, and passed by 291 votes to 121.

Mr. Chamberlain, replying to the pessimistic criticism of Sir William Harcourt, expressed a sanguine view of the political and financial future. Referring to the war, he believed that the Boers when thoroughly beaten would settle down peacefully.

LONDON, 18th July.

TRIAL OF EARL RUSSELL.

Earl Russell pleaded guilty to the charge of bigamy, and sentence of three months' imprisonment as a first-class misdemeanant has been passed upon him. Two hundred peers in their robes were present at the trial, which was presided over by Lord Salisbury.

TELEGRAPH RATES TO INDIA.

The Chairman of the Eastern Telegraph Company states that there is reason to hope for a substantial reduction in the tariff to India shortly.

LONDON, 19th July.

SOUTH AFRICA—BOER POSITION DESPERATE LAST MAY.

Letters captured from Steyn's laager at Reitz show that on the 10th May the Transvaal leaders informed Steyn that their position had become desperate, that the time had come to take a final step, and proposed an appeal to ex-President Kruger.

Steyn replied indignantly that he was not yet at the last extremity, and was convinced that foreign complications would ensue in a few months.

LONDON, 19th July.

THE FISHING TROUBLES AT VANCOUVER.

The troubles with the Japanese salmon fishermen in British Columbia are at an end. The rights of the Japanese are now fully protected.

THE ECLIPSE STAKES.

The following is the result of the race for the Eclipse Stakes:—

Epsom Lad 1
Jan 2
Disguise 3

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD.

An extraordinary meeting of the preference shareholders in the above company was held at noon on Saturday for the purpose of receiving and discussing the proposals of the liquidator, Mr. M. Bennecke, for dealing with the company's assets. Besides Mr. Bennecke there were present Messrs. R. C. Wilcox, E. Georg, K. Edulji, C. E. Osmund, J. Remedios, R. K. Wibel, and Chan Kin-hoi.

On the motion of Mr. GEORG, seconded by Mr. EDULJI, Mr. Wilcox was elected to the chair.

The CHAIRMAN introduced Mr. Bennecke, who made the following statement:—The assets of the company amount to $12,500. There is an outstanding call on ordinary shares of $1, which on 140,000 shares will amount to $140,000. Now, the question is—will the preference shareholders be satisfied to divide amongst them the $12,500 cash, which would give a dividend of about 23 or 25 cents per share, or do they wish to make the outstanding call of $1 on the ordinary shares? In my opinion it will take two or three years to get the money in. How much you would get I cannot say, but it is my firm belief that in the end there would be nothing at all to divide. I leave it to you to decide which course you will take.

The CHAIRMAN—You have heard what the liquidator has said. The assets are not very large, it is true, but they would not be very much helped by making a call, because it would be difficult to collect the call, as certain of the shareholders are not easy to get at, and it would be very difficult also to collect the call from any that could be got at. In addition to that, there is another consideration. Most of the preference shareholders are also ordinary shareholders, and it would be like passing the money from one pocket into another; a good deal of it, however, would leak. The money that the ordinary shareholders who are also preference shareholders would have to pay would probably undergo considerable reduction before it came back to their other pocket. Consequently, I should not recommend our making the call. I think the best plan will be to accept the liquidator's proposal to offer a dividend out of the balance remaining. That would have to be done, I believe, by an appeal for the general consent of the other shareholders, which could be got by circular.

Mr. GEORG—I quite agree with what Mr. Wilcox says. The legal expenses of collecting the call would amount to a considerable sum, and we might not get anything.

Mr. WIBEL—Will there be any delay about the payment of the dividend?

The CHAIRMAN—There will be very little delay, no longer than is absolutely necessary to get the usual formalities through. Of course, that takes a little time. There would have to be a further meeting, at which the liquidator would give his final statement, but first of all it would be necessary to get the written consent of the preference shareholders, which would be done in this way: A form would be sent out to them which they would be asked to sign; that should present no difficulties. I think that some [illegible] members should propose a resolu[illegible] effect that the liquidator's propos[illegible] accept a dividend of the available assets [illegible] make a call should be accepted.

M[illegible]—I am quite willing to propose that, in lieu of making a call on ordinary shares, preference shareholders accept the proposal of the liquidator to divide the available assets amongst them.

Mr. WIBEL seconded, and the proposal was carried unanimously.

The CHAIRMAN—It will be necessary to have a confirmatory meeting after this.

Mr. GEORG—Another meeting?

The CHAIRMAN—I think so. A confirmatory meeting is necessary, and preference shareholders will perhaps be induced to turn out in greater force. We might have the meeting a month hence.

Mr. WIBEL—Is it necessary for every holder of preference shares to sign, or would a majority do?

The CHAIRMAN—The liquidator has been advised by the solicitors for the company that it is necessary for everyone to sign, otherwise a preference shareholder might get up and say he had not signed. However, I should think that a majority would be sufficient, and it would be very easy to get a majority.

This was all the business.

POLICE COURT.

Saturday, 20th July.

BEFORE MR. HAZELAND.

CASES OF THEFT.

Mr. Simon, first officer of the s.s. *Lithuania* charged a Chinese boatman, named Luk Wau, with boarding his ship without permit, and stealing therefrom one bottle-screw and screw shackle. Accused received one month's hard labour.

Leung Sung was found guilty of unlawful possession of a piece of leather valued at $5. He claimed to have manufactured it himself. His story not being plausible enough, he was sentenced to pay a $5 fine or go to goal for fourteen days.

Cheung Hing stole from one Yeung Kam, Su, a cook, a silver watch and chain, five pieces of clothing, a rattan bangle and a purse. He was rewarded with six weeks' hard labour.

BOARDING SHIP WITHOUT PERMIT.

Mr. R. Hurlan, first officer of the s.s. *Reynolds*, charged three boatmen with boarding his ship without permit, and with probable intent to commit felony. They were found in the engine-room of the steamer.

The charge of intending to commit a felony was dismissed. For unlawfully boarding the steamer they received fourteen days' imprisonment each.

THE GAMBLING MANIA.

Inspector Warnock had fifteen men up before His Worship. First and second defendants were charged with keeping a common gaming-house and were fined $15 each, the rest for gambling received $2 or eight days each.

Inspector Collett brought another gang of eighteen men, gathered at Victoria Gap for the same offence. First defendant, the keeper of the matshed where the gambling was carried on, received a fine of $10 or three weeks' hard labour. The rest were let off with $2 or eight days.

A good story is being told of Mr. Chauncey Depew, whose talkative powers are phenomenal. He had been discussing every subject under the sun whilst sailing across the Atlantic, when one gentleman on board the steamer remarked to the great American, "Look here, Senator, you may get small-pox, but you'll get over that. There may be an earthquake, but I guess you'll get over that too. But look out, Senator! If you get lockjaw you'll bust."

CIVILIAN CLUB CONCERT.

A most successful concert was given by the Civilian Club on Saturday evening. The entrance to and the outer façade of the Club were very prettily decorated with Chinese lanterns. Conspicuous was the transparent "Welcome" over the entrance. The stage too was a very pretty picture with its palms and lanterns.

The programme opened with a pianoforte trio by the Misses Leykum, King and Chunyut, ably rendered and well received. The same ladies opened the second part with a similar production, which found equal favour. Mr. Musso failing to appear, Mr. Haggard sang a song, followed by Miss Leykum who sang "Unless" to the evident satisfaction of the audience. Mr. Graça also failing to make his appearance with a violin solo as promised, Mr. Seely delighted the audience with a banjo solo, and was obliged to give an encore. The same occurred on his appearance in the second part of the programme. Mr. Leykum gave a splendid rendering of the popular song "In Old Madrid," while Mr. Ward amused his admirers with "I didn't know it," and a short recitation as an encore. In the second part he again obliged with a recitation entitled "My First Recitation." The duet from *Il Trovatore* by Mr. and Miss Leykum was a great success. Mr. Viggers, the inimitable, convulsed his audience with "It's fine," and was encored to which he cordially responded: in the latter portion of the programme he gave "Do be careful" and "Tell me, Mother Darling," old but still popular—for all that, he would do well to learn a new song now and again. Mr. Haggard's "Courier of the King" was ably rendered. Mr. Leykum's "Tell her I love her so," was much appreciated. In conclusion tribute must be given to Miss Chunyut for her able accompaning.

PEKING.

(FROM A CORRESPONDENT.)

Peking, 4th July.

THE TRANSFER OF ADMINISTRATION

is being gradually effected. The German section in the Chinese city was the first to be handed over, but the German "Prefect" still keeps open office, ordering the Chinese authorities to observe German regulations and to make no changes without his sanction. Next come the three British sections in the Chinese, Tartar, and Imperial cities. Capt. Schwyn, Police Commissioner in the Tartar city, becomes chief over all the sections. The Chinese are enjoined to observe all regulations established by the English, and to make no changes without conferring with the British commissioner. About the same time the large Japanese section was handed over. The Japanese officer in charge is requested by Prince Ching to retain oversight, and help in training the Chinese police. Already the Japanese have trained a special force. The Japanese regulations and manngement are preferred by Prince Ching and other Chinese, and their observance [illegible] needs no additional order. The French [illegible]ors the next to relinquish control, though enjoining the Chinese administrators to do nothing contrary to French methods. The German section in the Tartar city is still controlled by German officers, though a gradual transfer is being contemplated. The Chinese authorities may manage all cases of Chinese litigation, but in carrying out the death penalty the German Prefect must first approve.

Thus the Great Powers are

LETTING GO THEIR HOLD

with a feeling of necessity, but not with highest graciousness. Peking is drifting back into the old ways, and by August the 14th, it will be forgotton that Peking ever had a siege or a relief.

THE GOOD WORK OF THE FRENCH.

The French, on the departure of the German troops, will remain the predominant factor in this province, especially in the west and south, where many Catholic converts congregate and through which the Grand Trunk line runs. General Bailloud, one of the most efficient and popular commanders of the Allies, has made an agreement with the Governor of Shansi as to the way to maintain order and to guarantee safety to the missions. The French Legation and the French army have not been holding aloof from opportunities to help on all matters in which their countrymen are interested, or wherein French prestige may be enhanced. There may be an excess in claims for converts, but in the main arrangement of future relations the French deserve great credit. It would have gone hard with all missions, if left to the indifference, almost callousness, of British and American diplomacy.

RIVER CONSERVANCY.

Mr. Hewett is here as representative of business interests of Shanghai in the conservancy of the Huangpu, and has had his conference with the special committee from the Diplomatic Body.

Peking, 9th July.

BATTLE AND DEFEAT.

The Imperial troops consisting of eighteen ying, about 8,000 men, were defeated in battle at Poyehhsien in Paotingfu the day before yesterday by two thousand mounted Mahommedan rebels, and lost all their arms and ammunition. Li Hung-chang was very much cut up over this news, as the Generals of the troops were all Anhui men and his own appointees. He dispatched one thousand of Yuan Shih-k'ai's foreign-drilled troops to the scene of the disaster at once, but even if the mounted men wait for them they can leave thereafter whenever the fracas gets too interesting for them.

A Manchu Prince is the authority for the statement that Prince Tuan is at the head of a large body of Mongol rebels and is contemplating a descent upon either Taiyuanfu or the the capital. We hope he will come before the troops leave. He is said to be drinking heavily to keep his courage up.

NEWS IN BRIEF.

Hsü Shou-p'eng and Lien Fang have been nominated to the throne by Prince Ching for appointment as members of the new Wai Pu, or Foreign Office, and will very likely be appointed.—Shen Tung-ho has, under Li Hung-chang's instruction, given a contract to a British officer to convey the tribute rice from the south to Peking by sea at a cost of thirty thousand taels in excess of what Sir Robert Hart offered to deliver it for.—Mr. Shen has made Li some valuable presents and a tasty dish of spiced fish, which much pleased the G. O. M.'s appetite.—Mr. J. M. Allardyce's English school has increased from seventy-five to one hundred and thirty scholars and there are still daily applications. The new French Barracks are by long odds the best new barracks erected. The French will be superbly housed.—The Legations have all encroached too much on the streets. Instead of widening them and making them into fine avenues as they could readily have done, they have left only narrow lanes. The French built their new Legation wall a number of feet further front, and Legation Street suffers in consequence.—On the fourth of July the American tug-of-war team defeated the British team in three successive tugs, in the good old ancient classical style.

A FINE SEND-OFF.

Captain Barrow, British police commissioner for the southern city, departed last week. The natives gave him a good send-off. They insisted on carrying him for miles in a chair and lined the line of march packed like sardines, their constant remark being "He is a good one."—The phrase "If the Court returns" of a few weeks since seems to be giving place to "When the Court returns."—It has been decided to have a public dinner at the Peking Club on the evening of August the 14th to commemorate the raising of the famous siege. All the participants in the siege will be invited, and the officers of the Allied Troops actually in the relief column who entered Peking on that day. —*N.-C. Daily News.*

BEWARE

of the Party offering imitations of

MACNIVEN & CAMERON'S PENS.

"They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen.

Sold at all Stationers. Waverley

MACNIVEN & CAMERON, Ltd., Works, Edinburgh. [1939—3

SHELL TRANSPORT AND TRADING CO.

Speaking at the annual general meeting of the above company in London on the 18th ult., Sir MARCUS SAMUEL, the Chairman, said:—

When I expressed the hope that our oil might be sold in the streets of Peking before the end of last year, I and probably no one else anticipated that the difficulties with China would have assumed so grave a course as they did in fact. At that time our tanks were ready provided on the ground for erection in Tientsin, and it is a matter of the greatest regret to have to state that our territory was looted by the Chinese, and the bulk of the iron and steel material provided for the installation was stolen, and what was not stolen was subsequently appropriated and used by the German military authorities, who occupied the ground, and who are still in possession of it—so that although the ground is the freehold property of the company we cannot obtain possession of it, and our agents have not yet indented for material to replace that stolen, and our hopes, therefore, of getting to work there are indefinitely postponed. We have claimed for actual monetary loss out of pocket, which amounts to about £11,000, and we have further claimed for the very heavy loss which we have sustained in having the purchase-money extended on the site itself lying idle, besides our loss of trading profits, and we can only hope that our claims will be supported by the Government. Unfortunately our losses did not end there. Large contracts, made at remunerative prices, of oil sold for arrival in Shanghai were repudiated by the buyers through the political troubles, and we had to resell them at a very heavy sacrifice, whilst the commencement of our business in Canton was also postponed, and in the present state of piracy on the river there is still further deferred. Our business in Hankow was also delayed, although I am glad to say that our first cargo has been landed at that port in bulk early in the present month. It would be ungracious, if, in this connection, I did not tender the thanks of the company to Sir Claude MacDonald, His Majesty's Minister in Peking, and to Mr. Fraser, His Majesty's Consul at Hankow, as well as to the Secretary of State here, for the assistance which they ultimately gave us in overcoming the difficulties which had arisen with the local Chinese authorities, and I heartily do this, since it appears that the course pursued by His Majesty's representatives in China, on which I commented last year, arose through a misapprehension of the actual state of things, and that subsequently the British and German authorities acted in concord—conduct which I am quite sure the merchants of both nationalities would desire to see always in commercial negotiations with the Chinese authorities.

GERMAN TRADE WITH THE FAR EAST.

A very complete and interesting report has been sent home by Consul-General Sir W. Ward on the trade and commerce of the Consular District of Hamburg for the year 1900. In view of the pronounced commercial activity of Germany in the Far East, it will be of interest to take note of such portion of the report which deals with Germany's business relations with that part of the world. The total figures are as follows:—

Imports (by sea) to Hamburg in 1899-1900.

	Quantity.	Value.	Quantity.	Value.
	1899.		1900.	
China	Cwts. 253,318	£272,636	Cwts. 432,119	£1,425,259
Japan	„ 627,534	797,485	„ 405,931	826,240

Exports (by sea) from Hamburg in 1899-1900.

	1899. Quantity.	Value.	1900. Quantity.	Value.
China	Cwts. 1,07[illegible]013	£1,376,385	Cwts. 1,453,422	£1,463,831
Japan	„ 1,[illegible]9,721	1,[illegible]8,183	„ 1,[illegible]3,040	2,[illegible]6,432

German trade with Singapore was prejudicially affected last year by the troubles in China; on the other hand, German shipping interests in the Straits Settlements appear to have experienced a marked development in that part of the world by the acquisition of a large number of formerly British steamers which are employed particularly in the trade with the Far East.

The indifferent rice harvest in Siam in 1900 is stated to have had an unfavourable effect upon business with this and other European countries, but the prospects of the coming crop being satisfactory, the outlook for exporters to Siam is considered more promising for the present year.

The increased scarcity of money in Japan last year, caused by the interruption in the trade of that country with China, was naturally unfavourable for business with Europe, and is stated to have led to many difficulties with Japanese importers. Towards the end of the year, however, commercial relations with Japan assumed a more favourable aspect under the influence of satisfactory rice and silk crops.

Great hopes are entertained in Germany, and particularly at Hamburg and Bremen, that after the cessation of the present troubles in China, German trade and shipping will experience a considerable development in that country, and more especially in the Yangtsze Valley. There are many signs which point to strenuous efforts being made in that direction for pushing on German commerce. In its recent annual report the Hamburg Chamber of Commerce remarks:—"It is the great importance of this extensive market (the Yangtsze Valley) for German trade which has led the German firms at Shanghai and Hankow to welcome the recently-concluded Anglo-German agreement with so much satisfaction."

The Consul-General also notes that the satisfactory development of business in bristles for the German market last year is largely ascribed to the warlike troubles in China. For after the market had been calm and prices rather low during the first half of 1900 the Chinese troubles caused a decrease in production and difficulties in despatching goods thence, and a consequent active demand for bristles arose here which resulted in prices advancing for some sorts as much as 50 per cent. Towards the end of the year a slight reaction set in, apparently showing that the maximum prices had been attained for the present.

The past tea season was, upon the whole, not favourable for the tea trade, and satisfactory relations between supply and demand could not be maintained for this article. For Souchongs there was a fair demand, as well as for Congous, though large stocks remained on hand of some sorts of the latter at the end of the year. Canton and Macao teas are stated to have been of such miserable quality that only the very best sorts were able to find a market, whilst even for these, few orders were executed without complaints being made regarding quality.

JAPANESE TROOPS IN NORTH CHINA.

Mr. George Lynch, in a criticism of the Allied Troops taking part in the campaign in North China, writes as follows concerning the Japanese, which is of special interest when taken in connection with the unwilling admiration expressed by the *Novoe Vremya*, as reported in a recent telegram:—

"The Japanese infantry were a surprise and a revelation to most of the Allies. Notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge of the management of horses which comes instinctively to the English groom, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of their infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of riksha men, who consider thirty to thirty-five miles of running not an excessive day's work.

"Often watching the Japanese manœuvring in the field, it occurred to me that if the men of her entire army had not served an apprenticeship between the shafts of the riksha, they must at least have passed through some training equally severe. On the expedition to Peking they carried with them a number of light calibre guns, which they pulled into action and kept right in the firing line. In every detail of their camp equipment, food supply, and field hospital corps, there was a neatness of packing and arrangement which apparently resulted in their carrying all their requirements in about a third less space than any of the others. The simple fare of the Japanese soldiers was ideal for campaigning. Broadly speaking, it consists of rice, with what might be called a flavouring of strong-tasting dried fish and mysterious brown condiments suggestive of curry. As they have modelled their fleet on our own, so they have drawn from the French and German armies a selection of their uniform and equipment. The colour of their uniform at home is dark blue. But during the expedition to Peking their uniform was white, which would have been murderously conspicuous in operations against any other force that was composed of less bad marksmen than the Chinese. This is now to be abandoned, and is to be replaced by something in the nature of khaki, and their heavy round German caps by straw hats or helmets, which will give more protection against the sun, although not looking so smart.

"Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still more attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every Japanese as a natural heritage. They seems to love fighting for fighting's sake. They appear to enjoy the whole thing as schoolboys do their games. They take their killing much more kindly than the others, and appear to be much more familiarised with the idea that it is part of the game. Indeed, there is a zest, and a verve, and go about them when in action that I have never seen in any other troops. There were numerous gallant instances in the siege of Tientsin of their utter disregard of death. And outside the gates of Peking it looked to me that ten men who were killed in their attempts to blow it up might apparently have been indefinitely multiplied at the command of their officers without any danger of faltering. When at ten o'clock at night they advanced to take the gate by assault which they had failed to force in the morning, it was immensely attractive to observe the gaiety, the hilarity, with which they charged forward to the attack. All movements such as this they accompany with singing.

"At night, in the camps on the war-path, what I had mistaken for some Buddhist evening prayer, when the soldiers tramped round like a human prayer-wheel, was, I subsequently discovered, the chanting of a war-song which had been composed by General Fukushima himself.

"The interesting thing to observe will be to see how the Japanese behave when they are getting the worst of it, how they will conduct themselves when they are outnumbered, or when under the strain of a losing fight. From a sporting standpoint, I'll be inclind to lay six to four on a Japanese against a Russian regiment. . . . The inspiring, ingrained fighting spirit of the Japanese is identical with that of the Irish regiments, who are probably the best fighting men in the world."

EXPORT CARGO.

Per Imp. German Mail steamer *Kiautschou*, sailed on the 11th July. For Aden:—2 cases silkpiecegoods. For Smyrna:—50 bales galangal. For Port Said:—15 cases sundries. For Suez:—100 boxes cassia. For Naples:—9 cases sundries. For Trieste:—200 boxes cassia. For Odessa:—200 boxes cassia. For Trieste and/or Hamburg and/or Bremen:—250 boxes tea. For Genoa:—123 bales raw silk, 53 bales waste silk, 17 boxes Chinaware, 10 cases essential oil. For New York:—70 cases essential oil. For Antwerp:—200 rolls matting, 72 bales rattancore, 10 bales bambootape. For Antwerp and/or Hamburg and/or London:—20 boxes bristles. For Amsterdam:—210 rolls matting, 59 cases Chinaware, 4 cases blackwoodware, 4 cases copperware. For Rotterdam:—7 boxes Chinaware, 3 cases cigars. For Rotterdam and/or Hamburg:—6 bales tobacco, 1 case tobacco. For Bremerhaven:—14 boxes blackwoodware, 13 boxes Chinaware, 2 boxes copperware. For London:—50 boxes bristles, 10 bales raw silk, 7 pkgs. private effects. For London and/or Hamburg:—500 bales cassia. For Oporto:—18 cases Chinaware. For Bremen:—147 rolls matting. For Hamburg:—199 half-chests tea, 101 bales canes, 111 rolls matting, 20 cases bristles, 19 cases sundries, 15 cases blackwoodware, 12 boxes Chinaware, 10 cases vermillion, 3 boxes feathers, 1 case silk. For Hamburg and/or Copenhagen:—300 boxes cassia. For Hamburg and/or Bremen:—250 boxes tea. For Copenhagen:—550 cases cassia.

TRADE AND SHIPPING OF THE STRAITS.

AGGREGATE TRADE.

The gross aggregate trade was 576¾ million dollars, an increase of nearly 54 million. In merchandise, imports valued over 299¼ million dollars, an increase of 35 million, and exports valued nearly 251 million dollars, an increase of 25 million.

IMPORTS.

The increase of 35 million dollars in imports is made up of close on 12¾ million in foods, drinks and narcotics, of which rice increased by 2⅝ million, opium by 3½ million, sugar by 1⅓ million, tobacco by ½ a million, coffee by ¾ of a million, black pepper by nearly ½ a million, and medicines by nearly ½ a million, besides which fish, lard, livestock, wheat flour, and tapioca made up the balance, no deficits of any consequence occurring.

Opium imports recorded 17,018 chests, an increase of 1,963 in spite of the high price. Rice rose to 6,517,000 piculs, an increase of nearly ½ a million, but fish fell to 870,000 piculs, a decrease of 18,000. Wheat flour reached 23,290 tons, an increase of 2,259, and tobacco reached 110,630 piculs, a small advance on the previous year.

Unmanufactured metals or tin and tin ore account for an increase of about 5½ million dollars; the entire increase is found in the ore received for smelting, which recorded 35,000 tons, an increase of 2,000.

Produce and other raw materials increased by 8¼ million dollars, but the export side will shew this trade more intelligibly. Coal increased in value by 2 million dollars and petroleum by about the same amount. Of the former 668,000 tons were brought in, an increase of 123,000, the Japan class shewing an increase of 162,000, all the other kinds giving decreases, except Calcutta, which remained stationary. The enormous import of 1,890,000 cases of petroleum is an increase of nearly 850,000 cases over 1899. From Sumatra alone two-thirds of the whole supply were drawn and Dutch-Borneo figures in the return for the first time. America, Russia, and Burma each sent less than in the previous year.

Manufactured textile goods increased in imports by 5½ million dollars, of which cotton piece goods contributed over 1¾ million dollars increase, sarongs nearly the same amount, gunnies 1 1/5 million increase, and silk piece Goods ½ a million. The year was marked by unusually violent fluctuations in the cotton trade, but the tendency was towards a higher level of prices, though not up to Manchester quotations, with the result that merchants were slow to buy. Stockholders, however, reaped the benefit. Nearly 5 3/5 million pieces of cottons and 4/10 of a million cases of sarongs were imported, an increase of 90,000 pieces of the former class and 90,000 cases of the latter on 1899 figures. Of cotton piece goods over 3 million pieces were plain, 1½ million dyed, and the balance printed cottons. From the United Kingdom 73 per cent. in quantity and 74 per cent. in value were received, a small decline compared with 1899. India sent 200,000 pieces more. Sarongs increased by 30 per cent in quantity and 42 per cent. in value; and the United Kingdom is to be congratulated on the position she has now attained in this class, so long neglected.

Yarns declined in quantity but silk, piece goods, and umbrellas increased.

Manufactured metals increased in the value imported by 1¾ million dollars. The year began well in these goods, but the home collapse towards the close in the price of all iron left stockholders with high priced goods entailing considerable loss on realisation. Machinery and hardware increased by nearly ½ a million in value and ironware by nearly half a million, followed by nails, brassware, corrugated iron, and steel. Zinc sheathing, yellow metals, and cycles show small declines.

Manufactured goods unenumerated, and not comprised of metals or textiles, increased by 1½ million dollars in imports, for which glass, matches, and cement are largely responsible, but candles, woolenware, shoes, Japanese lamps, joss-sticks, cabinetware, beads and rattanware also give increases. The decreases are seen in dynamite, toys, fireworks, tanned hides, earthenware, and oil cakes, few of which, however, are important.

Of coin and bullion over 34¾ million dollars value was imported, a decrease of 3 millions. Of this amount 29½ million was silver specie, and over 5 million gold bullion.

EXPORTS.

The increase of 25 million dollars in exports of merchandise is seen as follows:—

Foods, drinks, and narcotics increased in value of 10 million dollars observable in rice, opium, pepper, sugar, coffee and the articles generally noted on the import side as having advanced. Tapioca exports reached 43,000 tons, a decrease of 82,000 piculs, but the high price kept up the values. Sago reached 72,000 piculs exported, a decrease of 8,000. Spices of all kinds amounted to 943,000 piculs—an increase of 46,000—of which increase pepper contributed over 1¾ per cent. compared with its 1899 export, and areca-nuts 7½ per cent. Nutmegs, mace, and cloves fell off to some small extent. Coffee exports increased by 57 per cent and reached over 7,300 tons exported.

Tin exports account for an increase of 5 million dollars. 48,000 tons of the metal were sent off, an increase of nearly 3,000 tons or 6 per cent. The average value was $74.90 per picul or nearly $2 more than in 1899. The United Kingdom took 26,000 tons, an increase of 8,000; and the United States nearly 14,000 tons, a decrease of 5,500 tons. It is probable that the establishment of smelting works at Penang will divert the Perak shipments of ore from Singapore.

Produce and other raw materials increased in the export value by over 6½ million dollars, Gutta percha alone shewing 4 million of this increase, rattans 2¾ million, petroleum 1¾ million, and gambier 1 1/6 million, followed by raw hides and coconut-oil with smaller advances.

Copra alone declined in value by 2 3/10 million dollars, followed at a great distance by Borneo and India rubber and Kachang oil.

Guttapercha of good quality increased its output by over 1,000 tons, but cheap inferior rubber, such as Jelutang and Soh, fell off by the same amount. Copal, benjamin, and sticklac show increases, gums as a whole recording 365,500 piculs exported, an increase of 10,600 piculs. Rattans with a total export of 37,000 tons represent an increased output of 7,000 tons. Copra fell from 1 million piculs to 676,000 a decrease of nearly 21,000 tons, for which a falling off in imports from Celebes and Dutch-Borneo is responsible—the very heavy freights from Singapore also no doubt helping to act as deterrent. Gambier, with a total export of 785,000 piculs, fell off by 60,000, but the average price was higher than in 1899. Hides tanned increased by 10,500 piculs, sent off.

Manufactured Articles show an increase of 2 2/3 million dollars in textiles. These, however, have been treated on the import side. Other unenumerated goods show a increase of 4/5 million dollars also already referred to in detail.

Of coin and bullion over 23½ million dollars value was sent off, of which 22 million was silver specie, being practically the same total as in 1899.

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Hongkong, 6th December, 1900. [3081

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For Particulars and Inspecting Order, Apply to—
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NEW ADVERTISEMENTS

NOTICE.

MR. LO SHUI HOI has This Day been appointed COMPRADORE of our Firm.

HOLLIDAY, WISE & CO.
Hongkong, 20th July, 1901. [1839

PEAK CLUB.

THE ANNUAL GENERAL MEETING will be held at the CLUB PREMISES, on MONDAY, the 29th JULY, 1901, at 6 P.M.

OSWALD D. THOMSON,
Hon. Secretary.
Hongkong, 22nd July, 1901. [1840

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THE Undersigned has received instructions to sell by Public Auction,
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SATURDAY,
the 27th JULY, 1901, at 2.45 P.M., at No. 48, Lyndhurst Terrace (the Residence of S. B. BHABHA, Esq.),
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VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
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TERMS.—Cash on delivery.
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GEO. P. LAMMERT,
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Hongkong, 22nd July, 1901. [1843

SHIRE LINE.

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THE Steamship
"GLAMORGANSHIRE,"
Captain Davies, will be despatched for the above ports on WEDNESDAY, the 24th July, at NOON.
For Freight or Passage, apply to
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Agents.
Hongkong, 22nd July, 1901. [1835

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship
"YAWATA MARU,"
3,873 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th instant, at 4 P.M.
This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 22nd July, 1901. [1836

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th July, at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
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JARDINE, MATHESON & CO.,
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Hongkong, 22nd July, 1901. [1837

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"LAISANG,"
Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th July, at NOON.
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Hongkong, 22nd July, 1901. [1838

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS, AND MANILA.

THE Steamship
"GLAMORGANSHIRE,"
Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.
Hongkong, 20th July, 1901. [1834

NEW ADVERTISEMENT

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above port TO-MORROW, the 23rd inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 20th July, 1901. [1833

AUCTION

PUBLIC AUCTION.

MR. GEO. P. LAMMERT will Sell by Public Auction,
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MONDAY,
the 29th day of JULY, 1901, at 3 O'CLOCK P.M., at his Sales Room, Duddell Street
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NOTICE.

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DURING my Temporary Absence from the Colony, Mr. ROBERT COOKE will be ACTING CHIEF MANAGER until further notice.
By Order of the Board of Directors.
D. GILLIES,
Chief Manager.
Hongkong, 18th July, 1901. [1807

NOTICE.

NOTICE IS HEREBY GIVEN to all the Merchants and Customers of the Firm of RUSTOMJEE SHAPOORJEE MOGRA that the Partnership existed between the undersigned and RUSTOMJEE SHAPOORJEE MOGRA, and since his death between the undersigned and EDULJEE RUSTOMJEE MOGRA is, by a consent decree taken in the High Court of Judicature at Bombay in suit No. 312 of 1901, dissolved from 11th May, 1901, and the undersigned has continued to carry on his business alone in the name of FURDOONJEE NUSSERWANJEE POSTWALLA at Bombay and FURDOONJEE NUSSERWANJEE POSTWALLA at Canton and in China, instead of in the name of RUSTOMJEE SHAPOORJEE MOGRA; and from the above-mentioned date (11th May, 1901), the heirs of RUSTOMJEE SHAPOORJEE MOGRA—namely, his son EDULJEE RUSTOMJEE MOGRA and his widow, VILERBAI—have no interest of any sort or kind in my said firms and have no connection whatsoever with the business of my said firms in Bombay and China and their respective managements.
COWASJEE FURDOONJEE POSTWALLA,
Sole Owner of the Firm of
FURDOONJEE NUSSERWANJEE POSTWALLA, at Bombay,
FURDOONJEE NUSSERWANJEE POSTWALLA, at China.
Hongkong, 16th July, 1901. [1789

PUBLIC COMPANIES

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE.

SHAREHOLDERS are requested to attend a PRIVATE MEETING to be held at the Company's Offices, 38 & 40, Queen's Road Central, on WEDNESDAY, the 24th instant, at 4 P.M.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th July, 1901. [1828

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th June, 1901, being at the rate of Twelve per Cent. per Annum, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 9th July, 1901. [1728

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A SHELTON HOOPER,
Secretary, Hongkong Land Investment and Agency Company, Limited,
General Agents, The West Point Building Company, Limited.
Hongkong, 9th July, 1901. [1729

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have This Day declared an Interim Dividend for the Half-year ended 30th June, 1901, of Four Dollars per Share.
DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on MONDAY, the 29th July.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th instant, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th July, 1901. [1818

THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Offices, 38 & 40, Queen's Road Central, on TUESDAY, the 30th July, 1901, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th April, 1901.
The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to the 6th August inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th July, 1901. [1819

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'CLOCK NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 16th July, 1901. [1790

NOTICE.

THE OFFICES of the Undersigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Ice House Street, on the 1st AUGUST.
GODDARD & DOUGLAS.
Hongkong, 15th July, 1901. [1776

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [1508

怡生號
YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VŒUX ROAD. [883

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [16

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS
SIEMSSEN & CO.
Hongkong 3rd October, 1900. [75

INSURANCES

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [33

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

I. AUTHORISED CAPITAL...	£3,000,000	0	0
SUBSCRIBED CAPITAL...	2,750,000	0	0
PAID-UP CAPITAL	687,500	0	0
II. FIRE FUNDS	2,533,716	14	4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [32

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [85

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSSEN & CO.
Hongkong, 29th May, 1895. [31

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [54

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. 2794

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,
60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, WH. SC. A.M.I. MECH. E.
Hongkong, 4th January, 1901. [13

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vœux Road.
Hongkong, 18th December, 1900. [1486

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
STERLING RESERVE..$10,000,000
SILVER RESERVE ... 3,000,000
$13,000,000
RESERVE LIABILITY OF PROPRTORS.$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. BELL IRVING—Deputy Chairman.
A. Haupt, Esq. | H. Schubart, Esq.
D. Meyer Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson Esq. | H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BEVIS, ESQ.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 4th June, 1901. [24

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP $1,000,000
RESERVE FUNDS 125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500
RESERVE FUND.....£ 40,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months.....4 %
" 6 " .....3½ %
" 3 " .....2½ %
J. THURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Hankow
Chefoo	Peking
Chinkiang	Penang
Chungking	Singapore
Tientsin.	

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on FIXED Deposits for 3 months.
4% " " " " " 6 "
5% " " " " " 12 "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901 [26

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND.....£575,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 9th July, 1901. [29

BANKS

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. F. GRÆB,
Acting Manager
Hongkong, 8th February, 1900. [28

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ...	Yen	24,000,000
CAPITAL PAID-UP	"	18,000,000
CAPITAL UNCALLED	"	6,000,000
RESERVE FUND.....	"	8,310,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance,
On fixed deposits for 12 months 5% per annum
" " " 6 " 4% " "
" " " 3 " 3% " "
TARO HODSUMI,
Manager.
Hongkong, 17th April, 1901. [711

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL ..... over £230,000
RESERVE LIABILITY OF SHAREHOLDERS .....fully £420,000
£650,000

HEAD OFFICE
36, Nicholas Lane, London, E.C.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.
BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ... ... 2 per cent
" Fixed Deposits 3 months ... 4 "
" Do. 6 months ... 4½ "
" Do. 12 notice ... 5 "

The Bank buys, sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
J. W. R. TAYLOR,
Manager.
Hongkong, 1st June, 1901. [27

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. | C. EWENS, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.
Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed.....5%
Hongkong, 23rd March, 1899. [24

THE BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL ..... Yen 5,000,000
PAID-UP CAPITAL ..... " 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA
JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.

Tokyo	Osaka	Kyoto	Yokohama
Kobe	Nagasaki	Hakodate	Moji
Taihan	London	New York	S. Francisco
Hongkong	Amoy	Shanghai	Tientsin
Newchwang	Chemulpo	Fusan.	

HEAD OFFICE:—INTEREST ALLOWED.
On Current Account..... 5.475% per annum
" " " Savings Bank 6.205% " "
On Fixed Deposits:—
For 3 months..... 6½ per annum
" 6 " ..... 7 % per annum

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and Abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipeh, 5th October, 1900. [313

POHOSMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS,
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27

TO LET.

TO LET.

A FURNISHED BEDROOM in a good locality with Board in an English family, suitable for a Young Gentleman.
Apply by letter to
BOX 52,
Care of Office of this Paper.
Hongkong, 19th July, 1901. [1817

TO LET.

IMMEDIATE POSSESSION.
3 LARGE and WELL-VENTILATED ROOMS, with BATHROOM and VERANDAH, at No. 37, CAINE ROAD.
Apply to—
R. J. REMEDIOS,
Mercantile Bank.
Hongkong, 11th July 1901. [1755

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vœux Road.
Hongkong, 9th July, 1901. [1733

TO LET.

OFFICES in BEACONSFIELD ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars apply to—
R. C. WILCOX.
Hongkong, 16th July, 1901. [1784

TO LET.

A SMALL FOUR ROOMED HOUSE, FURNISHED, on the lower level, with Immediate Possession. Terms moderate.
Apply by letter to—
BOX 64,
Care of Office of this Paper.
Hongkong, 20th July, 1901. [1827

TO LET.

NO. 6, WEST TERRACE, ONE EUROPEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate.
Apply to—
KWONG WING SANG,
No. 182, Queen's Road Central.
Hongkong, 17th July, 1901. [1800

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799

TO LET.

GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD.
Hongkong, 5th July, 1901. [1692

TO LET.

A HOUSE in RIPON TERRACE.
"FAIRVIEW," Kowloon.
"THE RETREAT," MOUNT KELLETT.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [66

TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.
A. RUMJAHN.
Hongkong, 4th July, 1901. [1685

TO LET.
POSSESSION, AUGUST 1ST.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ld.
For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, DES VŒUX ROAD CENTRAL. (Opposite Lane, Crawford & Co.'s).
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 12th July, 1901. [1134

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73

WING CHEONG,
Dealers in
JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS
General Exporters of
ANISEED and CASSIA OILS, &c., &c., Stock always on Hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGUILAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811

OUR PARIS LETTER.

Paris, 22nd June.

Dr Jacques Bertillon was a notoriously deplorable witness during the Dreyfus trial, a big break-down as an expert in handwriting and as drawing moral conclusions from non-established facts. But he is as good as Professor Levasseur, in philosophising on the results of the census, by reading aright their lessons. He has donned sack-cloth and ashes and shaved his head at the only too clear evidence that the Gauls are dwindling, and the race has entered on its Code lines. The doctor has kneaded and rolled the census totals of the six principal nations of Europe, and has to conclude that France is at the bottom, save one—that one being Italy, which is also rapidly creeping up to France, as she will certainly in time surpass her in population, France has 38½ millions of home population, Italy 32½. But where the shoe pinches is in the case of England, whose population is 41½ millions, or 3 millions more than the total of France. Germany has 56½ millions. The most miserable are said to be those without any hope; there is no hope that in the matter of babies France will progress; the nation dislikes the cost and the bother of olive branches; even the poor are commencing to imitate the rich in this respect, by nursing the prejudice against children. France depends upon the immigration of foreigners for augmenting her population; that source too is drying up. Dr. Bertillon advocates accordingly a bounty to married couples, to encourage the rearing of families, just as one grants a premium on raising beet for sugar, building ships, or catching cod-fish at Newfoundland. Patriots console themselves by saying if our people are fewer, quality will make up for want of numbers. Fiddlesticks! But there can be no "greater France," without emigration, and the French have no national qualities superior to other Europeans. France cannot colonise, from want of people, and will not risk marriages, unless the happy couples are first guaranteed the means to live. Hence Benedict could never have been a Frenchman; for he leaves to others the duty of having the world peopled, while he paints pictures and writes plays.

The race for the Grand Prix attracted an immense crowd, though it is not what is known as so select as the Auteuil Grand Steeplechase. But it has more historical antecedents, and has been witnessed by all the heads of the nation, from Napoleon III down to President Loubet. On the present occasion the winner of the blue ribbon was *Cheri*, a pleasing filly. She was not, however, the favourite. *Sazon* was the latter. The odds against *Cheri* were 14 to 1. She ran the 3,300 yards in 3 minutes and 10 seconds, and thus won the prize of 200,000 fr. The American jockey Rigby was the rider, and who had not well left the weighing paddock before he had to start for St. Petersburg, where he was engaged for three weeks. The owner of *Cheri* is Captain Caillant, and the trainer Richard Carter, Jun., whose residence at Chantilly is facing that of his patron. Carter erects slabs to all the notorious horses he has brought out, relates their family tree, describes their successes, as well as the sums they have gained. Those who officially staked 10 francs on *Cheri* won 55½ fr., and 5 fr. the sum of 24 fr. 50c. The betting booths received 3,925,585 fr., and on these stakes, the Government strikes 10 per cent. for the relief of the poor, and to encourage horse-breeding. Respecting the gate-money, 13,330 francs were received for carriages and vehicles, and 88,192 fr. entrance-money into the field; the balance of the total of the entries 361,270 fr., made up by the Grand Stand paddock, and weighing park. There were 510 competitors for the Grand Prix; these whittled themselves down to 16, so that the fines for forfeits added 86,000 fr. more to the Jockey Club prize of 200,000 fr. The Presidential party was very large, and all went on merrily as a marriage bell. The day, being chilly, was a check on the display of toilettes, the showing off of which, along with the regulating of their betting books now constitute the sole attractions for the fair sex. Wagers of a pair of gloves on the race-course now-a-days, are relics of the stone age, or rather of the "brass."

If France could only see her way clearly for an assured national revenue, or a productive field of taxation, there would not be any great difficulty in arranging pensions for the aged soldiers of industry on their attaining the age of 65. As it is, the constructive calculations are not as clear as noonday. The annual deductions made from the salaries of work people—agricultural as well as industrial—with the proportionate contributions of employers, are estimated at 350 millions of francs. An additional 150 millions of francs would be required to be provided by the Government in order to secure a pension of one franc per day. Now where is the State to get that 150 millions of francs a year? It cannot think of imposing new taxes; the tendency of the rate of interest is to come down in every country; it is only 2 per cent. on public funds in America. It is proposed gradually to increase the State contribution every year, until the maximum figure required be reached. But the trend of the grants to the army, navy, and commerce is also to augment. If a workman prematurely dies, and has paid his annual fees to the pension fund, and if he has a wife and family, they must be assisted for a transitory period. The Government is willing to start the Pension Fund with a yearly contribution of 15 millions of francs, to be increased by 7 millions of francs yearly, until 165 millions of francs be attained, as its permanent annual donation. But from what quarter, or how, is the sum of nearly seven millions pounds sterling to come? That is the whole scheme, put in all its difficulties. No importance is attached to the aid from insurance.

Respecting the sequestration case at Poitiers, where Mlle. Blanche Monnier was confined, or rather concealed for a quarter of a century by her mother and brother, in the cruel end to succeed and inherit her fortune and other great expectations, it looks as if incensed public opinion must climb down in its indignation against the mother, who has just died in prison, while awaiting her trial. Her will has just been opened. It was made in January, 1885, and the mother, Madame Monnier, makes a liberal provision for the wants of her daughter Blanche, and the persons charged to care for her, including two nuns. Three solicitors are named to be chosen guardians for Blanche, plus 5,000 francs set aside for her yearly support. The mother had had also constructed a vault, where she and her daughter were to be laid at rest. These facts must weigh in favour of the mother, and tell against the son, who cannot be exonerated from responsibility for his sister's martyrdom.

The pro-Boer party here has once more flickered into animation, owing to the little successes of a few of the small commandos, including the Du Wet fight. For Britishers here, the South African problem continues to be very perplexing; but there is no desire to settle the quarrel, save by the fight to the finish. The sympathetic feeling of a small minority in London for the policy of Kruger keeps alive the embers of the two Republics from ebbing into extinction. A few *In Memoriam* sparks of sympathy are occasionally displayed for the Napoleonic dynasty; but they are wholly of a platonic character. They silence, however, all attempts at manifestations for the played-out pretender, the Duc d'Orléans, and that alone is a gain.

France has been advised to keep quiet about Morocco; the winding up of the sultanate will not be left in her hands; Europe and the United States must be consulted, and England will insist on "hands off" as regards Tangiers. France has received a sort of knock-back from Italy, who has no intention of withdrawing from the triple alliance; but that need not prevent the two nations from toasting each other's health, and extending commercial relations. Among the "forced products" of the silly season, is the old chestnut of the invasion of England—less the remainder of the Empire. It appears that blockading the British ports, with the English navy as spectator, would secure the end. It would be a hard nut for the foreigner to crack, to keep out food-ships from the United Kingdom—the Chicago vessels especially.

The remains of the late President Faure were removed from their temporary to their new vault a few days ago, in presence of a gathering of his ancient Ministers, of the leading contemporary public men, and members of the Cabinet, headed by M. Loubet. The sepulchre, where the remains are now laid, is situated between the tombs of Ledru Rollin, and the painter Thomas Couture. The covering slab represents Faure "cold in death reclining," head bare, and grasping the united staffs of the French and Russian flags. The sculptor is Marceaux.

Really poor ex-Queen Ravanalo of Madagascar, is to be pitied; she is allowed to visit Paris, accompanied by two male and one female official, who marshal her outings, as they please. She is not allowed to make any shopping, while her pocket-money is of the scantiest kind. The apprehension is, that she might indulge in a hop, step, and a jump, and cross over to England.

People ask why is King Leopold of Belgium, who is 66, hanging so much about France? He likes the country a great deal, as he intrigued with Bismarck for a slice of Gaul when the Iron Chancellor in 1871 was carving up his victim. Perhaps he is helping the French with their *resurgam* monument on the field of Waterloo, since the Gallic cock is said to crow after defeat, as well as after victory.

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901. [1309

FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches with Teakwood Two-Shelf Stand on Top and Shelving below.
Apply to—
W. BREWER & CO.,
Queen's Road.
Hongkong, 13th July, 1901. [1770

WREXHAM! WREXHAM! WREXHAM!

THE only ENGLISH LAGER BEER in the Colony. Give it a trial and you will drink no other.
RITCHIE & CO.,
No. 39, Des Vœux Road.
Hongkong, 19th July, 1901. [1592

WANTED.

AN EUROPEAN NURSE for a Girl 4 years of age.
Apply to—
No. 2, DES VŒUX VILLAS,
Mount Kellet, The Peak.
Hongkong, 17th July, 1901. [1801

AMERICAN, 24 years' of age, desires position as CLERK or ASSISTANT. Has extensive experience in Hotel work, and can furnish best reference.
Apply—
H. MACK.
Thomas' Grill Rooms,
2, Queen's Road Central.
Hongkong, 18th July, 1901. [1808

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900 [207

CARTRIDGES! CARTRIDGES!!

JUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.
20 BORE CARTRIDGES.
16 " "
12 " "
10 " "
8 " "
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1213

HATCH, MANSFIELD & CO., LD.

THE LEADING HOUSE FOR GOOD VINTAGES.

SCOTCH WHISKY
THE "IRRESISTIBLE" Navy Blend.

FINE MELLOW SCOTCH WHISKY, GUARANTEED TEN YEARS' OLD.
PER CASE OF 1 DOZ. - - - $13.75

A GOOD SELECTION OF OTHER WINES AND SPIRITS IN STOCK.
PROMPT DELIVERY OF ANY QUANTITY FROM ONE BOTTLE UPWARDS.
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FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION
SAFES
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO—
HOTZ, S'JACOB & CO.
[313

BENGER'S FOOD FOR INFANTS, INVALIDS, and the AGED.

GOLD MEDAL, Health Exhibition, London.

The British Medical Journal says—
"'Benger's Food' has by its excellence established a reputation of its own."

The Lancet says—
"Mr. Benger's admirable preparation."

The London Medical Record says—
"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by illness or age. It may now be obtained in sealed Tins of Chemists, etc., throughout the Colonies and Abroad, and will prove a boon to Mothers and Nurses.
WHOLESALE OF ALL WHOLESALE HOUSES.
58

TRY NAVY CUT ATC

A GENTLEMAN'S SMOKE

Supplied in Three Grades,
Mild Medium & Strong.
PACKED IN AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

[1735

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—
From London, &c., ex ss. *Australia* and *Plassy*.
From Australia, ex s.s. *Arcadia* and *Australia*.
From Persian Gulf, ex s.s. B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 18th July, 1901. [1

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SITHONIA,"

Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

This steamer brought also the Hongkong Cargo ex the H.A.L. s.s. *Aragonia* from New York, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th July, 1901. [1814

VESSELS ON THE BERTH

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,
having Established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjuction with the
GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship
"KINTUCK,"
Sails from Seattle about the 12th of July;
"CHINGWO,"
Sails from Seattle about the 21st of July;
"HYSON,"
Sails from Seattle about the 14th of August;
"KAISOW,"
Sails from Seattle about the 24th of August;
"YANGTSZE,"
Sails from Seattle about the 27th of Sept.;
and will be followed by the Company's regular sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK;
To the Agents of the Company, at Japan, China, Hongkong, Phillipines and Straits;
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & CO., Agents.
Hongkong, 18th July, 1901. [1624

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 17th July, 1901. [19

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"BENGAL,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd July, 1901. [1

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ALCINOUS	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	To-morrow.
LONDON	SHANGHAI	Brit. str.	2 *m.*	E. Spicer	P. & O. S. N. Co.	On or about 27th inst.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	2 *m.*	A. L. Valentini	P. & O. S. N. Co.	On 3rd August., at Noon.
LONDON	DEUCALION	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 6th August.
LONDON	PELEUS	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 3rd September.
LONDON	PATROCLUS	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 15th August.
LIVERPOOL DIRECT	BAYERN	Ger. str.	*k.w.*	H. Bleeker	MELCHERS & Co.	On 25th inst., at Noon.
BREMEN, VIA PORTS OF CALL	ANNAM	Fren. str.	2 *m.*	Sellier	MESSAGERIES MARITIMES	On 29th inst, at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	WUERZBURG	Ger. str.	2 *m.*	Schueder	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 *m.*	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th August.
HAVRE, BREMEN & HAMBURG	ALEXANDRIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 *m.*	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 *m.*		HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	HUDSON	Brit. str.	2 *m.*		DODWELL & Co., LIMITED	On or about 1st August.
NEW YORK VIA PORTS & SUEZ CANAL	ARABA	Brit. str.	*k.w.*	Williamson	SHEWAN, TOMES & Co.	On or about 5th August.
NEW YORK VIA SUEZ CANAL	L. SCHEPP	Amr. ship	*k.w.*	Kendall	CARLOWITZ & Co.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship	—		ARNHOLD, KARBERG & Co.	Quick despatch.
NEW YORK	MANUEL LLAGUNO	Amr. ship	1 *m.*		SHEWAN, TOMES & Co.	On or about 25th Oct.
NEW YORK	KANAGAWA MARU	Jap. str.	2 *m.*	J. Mackenzie	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &C.	TARTAR	Brit. str.	2 *h.*	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. Co.	On 14th August. at Noon.
VANCOUVER, VIA MOJI, &c.	EMPRESS OF CHINA	Brit. str.	2 *m.*	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 7th August.
VANCOUVER, VIA SHANGHAI, &c.	GLENOGLE	Brit. str.	2 *m.*	W. Frakes	DODWELL & Co., LIMITED	On 26th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	KINSHIU MARU	Jap str.	2 *m.*	F. J. Horton	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C.	YANGTSZE	Brit. str.	1 *m.*	H. L. Allen	JARDINE, MATHESON & Co.	Quick despatch.
VICTORIA (B.C.) & SEATTLE	KNIGHT COMPANION	Brit. str.	1 *m.*		SHEWAN, TOMES & Co.	On or about 10th August.
PORTLAND (OR.)	GAELIC	Amr. str.	2 *m.*		O. & O. S. S. Co.	Tro-morrow, at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 *m.*		TOYO KISEN KAISHA	On 30th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN DIEGO, &c., VIA MOJI, &C.	AUSTRALIAN	Brit. str.	2 *m.*	Helms	GIBB, LIVINGSTON & Co.	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 *m.*	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS	FRANZ FERDINAND	Aus. str.	2 *m.*	Martinolich	SANDER, WIELER & Co.	To-morrow, at 5 P.M.
YOKOHAMA & KOBE	LAISANG	Brit. str.	1 *m.*	Geo. Payne	JARDINE, MATHESON & Co.	On 27th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BOMBAY	Brit. str.	2 *m.*	H. S. Bradshaw	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA VIA SHANGHAI & KOBE	GLAMORGANSHIRE	Brit. str.	1 *m.*	Davies	SHEWAN, TOMES & Co.	To-morrow, at Noon.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 *m.*	J. W. Wale	NIPPON YUSEN KAISHA	On 2nd August, at Daylight.
KOBE & YOKOHAMA	NANCHANG	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 24th inst.
TIENTSIN	MELPOMENE	Aus. str.	2 *m.*	Matcovich	SANDER, WIELER & Co.	To-morrow, at 4 P.M.
SHANGHAI	MASSILIA	Brit. str.	2 *m.*	G.M.Montford, R.N.R.	P. & O. S. N. Co.	On or about 2nd August.
SHANGHAI	KONIG ALBERT	Ger. str.	*k.w.*	C. Polack	MELCHERS & Co.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MAIDZURU MARU	Jap. str.	1 *m.*	K. Suzuki	MITSUI BUSSAN KAISHA	On 24th inst.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 *m.*	S. Atsumi	MITSUI BUSSAN KAISHA	On 31st inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	THALES	Brit. str.	2 *h.*	Robson	DOUGLAS, LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW	KASHING	Brit. str.	1 *m.*		BUTTERFIELD & SWIRE	On 24th inst.
ILOILO & CEBU	PERLA	Brit. str.	1 *m.*	Geo. T. Blaxland	SHEWAN, TOMES & Co.	To-morrow, at 5 P.M.
MANILA	TSINAN	Brit. str.	2 *m.*		BUTTERFIELD & SWIRE	On 24th inst.
MANILA	LOONGSANG	Brit. str.	2 *m.*	G. S. Weigall	JARDINE, MATHESON & Co.	On 26th inst., at 4 P.M.
MANILA	YAWATA MARU	Brit. str.	2 *m.*	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
MANILA	ARRATOON APCAR	Brit. str.	2 *m.*	E. Fey	DAVID SASSOON, SONS & Co.	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA						

SHIPPING.

ARRIVALS.

July 20, GLAMORGANSHIRE, British steamer, 2,888, Davies, Manila 17th July, General.—SHEWAN, TOMES & Co.

July 20, APENRADE, German str., 611, Lorenzen, Hoihow 19th July, General.—JEBSEN & Co.

July 20, HONGKONG MARU, Japanese str., 6,159, W. E. Filmer, San Francisco 22nd June, Honolulu 29th, Yokohama 12th July, Kobe 13th, Nagasaki 15th and Shanghai 18th, Mails and General.—TOYO KISEN KAISHA.

July 20, SHANTUNG, German steamer, 1,004, Rebbelmund, Swatow 19th July, General.—MELCHERS & Co.

July 20, UGANDA, British transport, 5,366, John Black, Taku 14th July.

July 21, SUMATRA, British transport, 2,976, G. H. C. Weston, Taku 16th July.

July 21, HAICHING, British transport, 1,267, Passmore, Weihaiwei 16th July.

July 21, ESANG, British str., 1,127, J. M. Hay, Tongku *via* Chefoo 15th July, General.—JARDINE, MATHESON & Co.

July 21, LCOSOK, German str., 1,020, C. Fuchs, Bangkok 6th July, Rice and Teakwood.—BUTTERFIELD & SWIRE.

July 21, TAISHAN, British str., 1,122, E. Stovel, Bangkok 14th July, Rice.—BRADLEY & Co.

July 21, THALES, British str., 875, A. J. Robson, Foochow 18th July, Amoy 19th and Swatow 20th, General.—DOUGLAS LAPRAIK & Co.

July 21, NANCHANG, British str., 1,062, Finlayson, Canton 21st July, General.—BRADLEY & Co.

July 21, TAISANG, British str., 1,544, Bradley, Canton 21st July, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

20th July.

Chinkiang, British str., for Shanghai.
Conch, British str., for Shanghai.
Tientsin, British str., for Shanghai.
Banca, British str., for Shanghai.
Cheangchew, British str., for Amoy.
C. H. Kian, British str., for Amoy.
Loongmoon, German str., for Shanghai.
Apenrade, German str., for Haiphong.
Simongan, Dutch str., for Amoy.
Independent, German str., for Canton.

DEPARTURES.

20th July.

SUNDA, British str., for Europe.
CARTHAGE, British hospital ship, for Taku.
WATERWITCH, H.M. surveying-ship, for Borneo.
BANCA, British str., for Shanghai.
TIENTSIN, British str., for Shanghai.
LOMBARD, British str., for Rangoon.
CHEANGCHEW, British str., for Amoy.
C. H. KIAN, British str., for Amoy.
ARISTEA, Austrian str., for Moji.
TAISHUN, American str., for Shanghai.
SITHONIA, German str., for Shanghai.
LOONGMOON, German str., for Shanghai.
INDEPENDENT, German str., for Canton.

21st July.

CHINKIANG, British str., for Shanghai.
CONCH, British str., for Shanghai.
SIMONGAN, Dutch str., for Amoy.

VESSELS IN DOCK.

20th July.

KOWLOON DOCKS.—*Union, Sungkiang, Y. Sontau, Sishan, Hoihao, Clara, Shantung.*
COSMOPOLITAN DOCK.—*Colonies, Guthrie.*

SHIPPING REPORTS.

The German steamer *Locsok*, from Bangkok 6th July, had fine weather and calms the whole voyage.

The British steamer *Taishan*, from Bangkok 14th July, had light monsoon, fine, clear weather and smooth sea.

The British steamer *Esang*, from Tongku *via* Chefoo 15th July, had strong S.W. monsoon, high sea and hazy weather.

The British transport *Haiching*, from Weihaiwei 16th July, had dull and overcast weather with occasional rain to Tung Yung. From Tung Yung to port fine and clear. In Weihaiwei—H.M.SS. *Barfleur*, *Glory* and *Whiting*.

The British steamer *Thales*, from Foochow 18th July, Amoy 19th and Swatow 20th, had moderate S.W. monsoon, fine and clear weather, moderate S.W. sea throughout to Amoy. From Amoy to Swatow moderate S.W. monsoon and smooth sea, cloudy weather. From Swetow to port moderate S.W. monsoon to calm, fine and clear weather and light S.W. swell. Vessels in Foochow—Two French cruisers and str. *Leeyuen*. In Amoy—Strs. *Irène*, *Kanew* and *Whampoa*. In Swatow—Strs. *Chihli* and *Anna*.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT,"

OF THE NORDDEUTSCHER LLOYD,

Captain C. Polack, due here with the outward German Mail about the 22nd inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 19th July, 1901. [9

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place TO-MORROW, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 17th July, 1901. [6

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Martinolich, will leave for the above places TO-MORROW, the 23rd inst., at 5 P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 17th July, 1901. [1806

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain Geo. T. Blaxland, will be despatched as above TO-MORROW, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 17th July, 1901. [1804

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1901. [1638

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN,"

shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.

Hongkong, 2nd July, 1901. [1667

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th Aug., 1901
"EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 28th Aug., 1901
"EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. .....WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

"TARTAR" ..... 4,425 Tons...Comdr. G. D. Bowles, R.N.R. WEDNES., 14th Aug., at NOON.
"ATHENIAN"... 3,882 Tons...Comdr. H. Mowatt .....

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3RD CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 18th July, 1901. [10

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG ..... Capt. Schueder	HAVRE & HAMBURG (Calling at Singapore and Penang)...	On 23rd July. Freight.
ACILIA ..... Capt. v. Döhren.....	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA.....	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
SIBIRIA ..... Capt. Porzelius.....	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage
ANDALUSIA.....	HAVRE & HAMBURG (Calling at Singapore and Penang)...	On 21st Sept. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 20th July, 1901. [1051

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU..... J. MacKenzie	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th July, at DAYLIGHT.
YAWATA MARU ..... A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHIU MARU ..... F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU ..... J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st July, 1901. [13

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	July 26th
TACOMA	2,811	J. Alwen.....	August 6th
BRAEMAR	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 17th July, 1901. [11

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.....	BENGAL ..... A. L. Valentini	Noon, 3rd August	*See Special Advertisement.*
YOKOHAMA VIA SHANGHAI AND KOBE ..... (Passing through the Inland Sea)	BOMBAY..... H. S. Bradshaw.....	About 30th July	Freight or Passage.
LONDON.....	SHANGHAI..... E. Spicer, R.N.R.	About 27th July	Freight or Passage.
SHANGHAI	MASSILIA..... G. M. Montford, R.N.R.	About 2nd August	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 20th July, 1901. [1

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS,

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
BAYERN...	THURSDAY ..... 25th July.
STUTTGART	THURSDAY ..... 8th August.
KONIG ALBERT	THURSDAY ..... 22nd August.
PRINZESS IRENE	THURSDAY ..... 5th September.
PRINZ HEINRICH	THURSDAY ..... 19th September.
PREUSSEN	WEDNESDAY ..... 2nd October.
HAMBURG (Hamburg-Amerika Linie) ...	WEDNESDAY ..... 16th October.
SACHSEN	WEDNESDAY ..... 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie) ...	WEDNESDAY ..... 13th November.
BAYERN...	WEDNESDAY ..... 27th November.
STUTTGART	WEDNESDAY ..... 11th December.
KONIG ALBERT	WEDNESDAY ..... 25th December.
PRINZESS IRENE	WEDNESDAY ..... 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY ..... 22nd Jan., 1902.
PREUSSEN	WEDNESDAY ..... 5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie) ...	WEDNESDAY ..... 19th Feb., 1902.
SACHSEN	WEDNESDAY ..... 5th Mar., 1902.

ON THURSDAY, the 25th day of July, 1901, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 23rd July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 24th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 12th July, 1901. [9

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL ..	"STENTOR"	On 25th July.
GLASGOW and LIVERPOOL ..	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL...	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL...	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT ..... (Taking Cargo at London Rates)	"PATROCLUS"	On 15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901. [15

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"NANCHANG"	On 24th July.
ILOILO and CEBU	"KASHING"	On 24th July.
MANILA	* "TSINAN"	On 24th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "TSINAN"	On 24th July.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901: [16

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th July, 1901. [18

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above ports on FRIDAY, the 26th July at NOON, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 19th July, 1901. [1785

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1901, at 1 P.M., the Company's Steamship "ANNAM," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES *via* ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 28th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 17th July, 1901. [2

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 16th July, 1901. [14

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 30, 1901, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901, at DAYLIGHT.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 17, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th July, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 5th July, 1901. [5

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, British str., E. Fey.—David Sassoon, Sons & Co.
GUTHRIE, British str., W. G. McArthur.—Gibb, Livingston & Co.
L. SCHEPP, American ship, C. S. Kendall.—Carlowitz & Co.
SEA WITCH, American ship, Howes.—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY,	23rd July, at NOON.
"CHINA"	TUESDAY,	6th Aug., at NOON.
"DORIC"	THURSDAY,	15th Aug., at NOON.
"PERU"	SATURDAY,	31st Aug., at NOON.
"COPTIC"	TUESDAY,	10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY,	24th Sept., at NOON.

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *v.a.* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at $10) gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than $100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 15th July, 1901. [3—4

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" ..... About 1st Aug.
"HEATHBURN" ..... About 15th Aug.
"JUPITER" .....
"SATSUMA" .....
"RICHMOND CASTLE" .....

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 6th July, 1901. [878-1194-988

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship

"ATAKA"

on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 22nd July, 1901. [1263

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with, or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 19th July, 1901. [1824

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'s LINES.

THE Steamship

"YANGTSZE,"

6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 20th July, 1901. [1825

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP"

Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.

Hongkong, 18th July 1901. [1414

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO"

will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.

Hongkong, 11th July, 1901. [1758

HONGKONG.

STEAMERS.

Apenrade, German str., 611, Lorenzen, July 20, Jebsen & Co
Arratoon Apcar, Brit. str., 2,879, Fey, July 15, David Sassoon, Sons & Co
Clara, German steamer, 675, Hansen, July 18, Jebsen & Co
Daijin Maru, Japanese str., 900, Ogata, July 19, M. B. Kaisha
Esang, British steamer, 1,127, Hay, July 21, Jardine, Matheson & Co
Gaelic, British steamer, 2,691, Finch, July 13, O. & O. S. S. Co
Glamorganshire, British str., 2,883, Davies, July 20, Shewan, Tomes & Co
Guthrie, British str., 2,500, McArthur, July 16, Gibb, Livingston & Co
Hanoi, French steamer, 768, Merlees, July 19, A. R. Marty
Hoihao, French str., 509, Merlees, July 14, A. R. Marty
Hongkong Maru, Jap. str., 6,159, Filmer, July 20, Toyo Kisen Kaisha
Kashing, British str., 1,158, Sanderson, July 19, Butterfield & Swire
Kutsang, British str., 1,495, Selby, July 16, Jardine, Matheson & Co
Laisang, British str., 2,224, Payne, July 18, Jardine, Matheson & Co
Loosok, German str., 1,020, Fuchs, July 21, Butterfield & Swire
Munchen, German str., 4,691, Krebs, May 28, Melchers & Co
Nanchang, Brit. str., 1,062, Finlayson, July 14, Butterfield & Swire
Nanshan, British str., 1,299, Jones, June 27, Bradley & Co
Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co., Limited
Perla, British str., 1,284, Blaxland, July 19, Shewan, Tomes & Co
Phrasang, German str., 1,200, Calder, July 17, Melchers & Co
St. Irene, British str., 2,474, Clements, July 8, Order
Sandakan, German str., 1,374, Schmer, July 17, Melchers & Co
Shantung, German str., 1,007, Rebbelmund, July 20, Melchers & Co
Sishan, British str., 852, H. Holton, July 9, Bradley & Co
Sungkiang, British str., 1,021, Moore, July 6, Butterfield & Swire
Taisang, British str., 1,544, Bradley, July 19, Jardine, Matheson & Co
Taishan, British str., 1,122, Stovel, July 21, Bradley & Co
Thales, British steamer, 836, Robson, July 21, Douglas Lapraik & Co
Y. Sontau, Amr. str., 585, Gortirolo, July 13, Order

SAILING VESSELS.

Celest Durrill, British ship, 1,764, Jefry, May 29, Order
Hollinswood, Amr. bark, 1,084, Knight, June 14, Order
L. Schepp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co
Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co
M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Taku
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai
Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Barly, C.B., at Woosung
Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. B. S. Wrey, Bart., at Hankow
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, at Hongkong
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Canton
Glory, battleship, 12,950 tons, Captain Frederick S. Inglefield, at Weihaiwei
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai
Janus, torpedo-boat destroyer, in reserve, at Hongkong
Kinsha, river gunboat, Lieut.-Comdr. G. B. Powell, on Yangtsze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy
Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung
Otter, torpedo-boat destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei
Phœnix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p. Lieut.-Com. A. H. Oldham, at Hongkong
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Kiukiang
Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Kiukiang
Robin, river gunboat, 85 tons, 2 guns, 240 h.p Lieut.-Comdr. Godfrey G. Webster, West River
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong
Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei
Tweed, gunboat, 332 tons, 3 guns, 200 h.p., in Reserve, at Hongkong
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O. Lyne, at Hongkong
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson, at Woosung
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow

ON SALE.

THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,
FOR
1901.
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Dr. E. D. MOORE'S ESTABLISHED 1840.
COCOA & MILK
Hot Water only required.
Compact. Economical. Delicious and Strengthening.
Works: Newport, Salop, England.
Export: C. & E. Morton. Crosse & Blackwell, etc., London.

[91

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel; the safest and most gentle Medicine for Infants, Children, Delicate Females; and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA — MAGNESIA
Sold Throughout the World.
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

[918

PUT "VIKING" NAVY CUT IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD, LONDON, ENGLAND. [2653—1

POST OFFICE NOTICES.

The *König Albert*, with the German Mail of the 24th ult., left Singapore on Thursday, the 18th inst., at noon, and may be expected here to-day p.m.

The *China* with the American Mail of the 20th ult., left Yokohama on Saturday, the 20th inst., at daylight, and may be expected here on or about Sunday, the 28th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	*Honam*	Monday, 22nd, 7.30 A.M.
Haiphong	*Hanoi*	Monday, 22nd, 9.00 A.M.
Macao	*Hewngshan*	Monday, 22nd, 1.15 P.M.
Kumchuk and Samshui	*Tungkong*	Monday, 22nd, 3.00 P.M.
Shanghai	*Taisang*	Monday, 22nd, 3.00 P.M.
Canton	*Fatshan*	Monday, 22nd, 5.00 P.M.
Swatow	*Thales*	Tuesday, 23rd, 9.00 A.M.
Yokohama and Kobe	*Franz Ferdinand*	Tuesday, 23rd, 10.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Gaelic*	Tuesday, 23rd, Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M.
Shanghai	*Melpomene*	Tuesday, 23rd, 3.00 P.M.
Manila	*Perla*	Tuesday, 23rd, 4.00 P.M.
Iloilo and Cebu	*Kashing*	Wednesday, 24th, 11.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	*Australian*	Wednesday, 24th, 3.00 P.M.
Tientsin	*Nanchang*	Wednesday, 17th, 4.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	*Tsinan*	Wednesday, 24th, 4.00 P.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	*Bayern*	Thursday, 25th, Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M.
Samarang and Sourabaya	*Kutsang*	Thursday, 25th, 3.00 P.M.
Singapore, Penang and Calcutta	*Arratoon Apcar*	Friday, 26th, 11.00 A.M.
Manila	*Loongsang*	Friday, 26th, 3.00 P.M.
Yokohama, Kobe and Moji	*Laisang*	Saturday, 27th, 11.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	*Annam*	Monday, 29th, Circulars ... 8.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers ... 10.30 A.M. Letters ... 11.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	*Bengal*	Saturday, 3rd August, Circulars ... 8.00 A.M. Registration ... 10.00 P.M. (Registration with the fee of 10 cents, up to 10.45 A.M.) Papers ... 10.30 A.M. Letters ... 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*Empress of China*	Wednesday, 7th August, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	*Eridan*	Monday, 10th August, Circulars ... 1.30 P.M. Registration ... 3.30 P.M. (Registration with late fee of 10 cents, up to 4.15 P.M.) Papers ... 4.00 P.M. Letters ... 4.30 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

	20th July.
On London.—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11 7/8
Bank Bills, at 30 days' sight	1/11 3/4
Bank Bills, at 4 months' sight	1/11 5/8
Credits, at 4 months' sight	1/11 7/8
Documentary Bills, 4 months' sight	1/11 7/8
On Paris.—	
Bank Bills, on demand	2.42
Credits, at 4 months' sight	2.45 1/2
On Germany.—	
On demand	1.96
On New York.—	
Bank Bills, on demand	46 1/2
Credits, 60 days' sight	47 1/8
On Bombay.—	
Telegraphic Transfer	144 1/2
Bank, on demand	144 1/2
On Calcutta.—	
Telegraphic Transfer	144 1/2
Bank, on demand	144 1/2
On Shanghai.—	
Bank, at sight	73 1/4
Private, 30 days' sight	73 3/4
On Yokohama.—	
On demand	6 1/2 p.c. pm.
On Manila.—	
On demand	3 p.c. pm.
On Singapore.—	
On demand	1/2 p.c. pm.
On Batavia.—	
On demand	115 1/2
On Haiphong:—	
On demand	2 1/2 p.c. pm.
On Saigon:—	
On demand	2 p.c. pm.
On Bangkok:—	
On demand	59 1/2
Sovereigns, Bank's Buying Rate	$10.32
Gold Leaf, 100 fine, per tael	$53.50
Bar Silver, per oz.	26 1/2

OPIUM.

	19th July.
Quotations are:—	Allowce net. to 1 catty.
Malwa New	$830 to $840 per picul.
Malwa Old	$860 to $870 "
Malwa Older	$880 to $890 "
P. P'per-wrapped	$830 to — "
Persian fine quality	850 to — "
Persian extra fine	— to — "
Patna New	$932 1/2 to — per chest.
Patna Old	$942 1/2 to — "
Benares New	$907 1/2 to — "
Benares Old	$967 1/2 to — "

VESSELS EXPECTED.

THE GERMAN MAILS.

The Imperial German mail steamer *Konig Albert*, carrying the German mails with dates from Berlin of the 24th ult., left Singapore on the 18th inst., at noon, and may be expected here to-day, p.m.

The Imperial German mail steamer *Bayern* left Kobe *via* Nagasaki, Shanghai and Foochow on Monday, the 15th inst., p.m., and may be expected here on or about Wednesday, the 24th inst.

THE AMERICAN MAILS.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 29th ult., *via* Honolulu, has arrived at Yokohama, and left for this port on the 20th inst., a.m., *via* Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

THE INDIAN MAIL.

The Indo-China steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port on the 19th inst., at 6 a.m.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* left Vancouver on the 9th inst., at 6 a.m., for Hongkong *via* the usual ports of call.

MERCHANT STEAMERS.

The A. L. steamer *Franz Ferdinand* left Singapore for this port on the 16th inst.

The A. L steamer *Melpomene* left Singapore for this port on the 16th inst.

The N. Y. K. steamer *Tosa Maru*, (American Line) left Shimonoseki for this port on the 18th inst., and is expected to arrive here on the 22nd inst.

The H. A. L. steamer *Alexandria*, from Hamburg, left Singapore for this port on the 17th inst., and may be expected here on or about the 22nd inst.

The N. Y. K. steamer *Yawata Maru* (Australian Line) left Nagasaki *via* Shimonoseki for this port on the 19th inst., p.m., and is expected to arrive here on the 23rd inst., a.m.

The N. Y. K. steamer *Kanagawa Maru* (European Line) left Shimonoseki for this port on the 20th inst., a.m., and is expected to arrive here on the 24th inst.

The O. S. S. steamer *Stentor* left Singapore on the 20th inst., and is due in Hongkong on the 25th inst.

The P. & A. steamer *Knight Companion* left Yokohama on the 18th inst. for this port.

The N. P. steamer *Tacoma* arrived at Kobe on the 16th inst., and sails for Shanghai and Hongkong on the 17th inst.

The steamer *Richmond Castle*, from New York for Straits, Hongkong, China and Japan, sailed from New York on the 2nd inst.

The C. P. R. steamer *Tartar* left Vancouver on the afternoon of the 6th inst. for Hongkong, *via* Japan and Shanghai.

The C. M. steamer *Yangtsze*, from Glasgow and Liverpool, passed the Canal on the 12th inst., and is due at Singapore on or about the 29th inst.

The N. P. steamer *Braemar* from Tacoma on the 17th inst. for Yokohama and Hongkong.

STEAMERS PASSED THE CANAL.

Outward.—11th June.—*Erzherzog, Franz Ferdinand, Erica.* 14th June.—*Ernest Simons.* 18th June.—*Batavia, Dresden, Oceana, Meridian.* 21st June.—*Edderton.* 25th June.—*Mogul, Neckar, Silvia.* 28th June.—*Alexandria, Benvenue, Stentor.* 2nd July.—*Bombay, Cocle, China, König Albert, Salfordi.* 5th July.—*Tamba Maru, Tantalus, Oceanien.* 9th July.—*Glenfarg, Glenturret, Massilia, Spithead, Sibiria, Tucuman, Warrior, Pisa.* 12th July.—*Idomeneus, Strathord, Yangtsze, Yarra.* 16th July.—*Shinano Maru, Prinzess Irene, Satsuma.* 19th July.—*Andalusia, Sanuki Maru, St. Andrews, Rio, Styrenten.*

Homeward.—5th July.—*Afridi.* 12th July.—*Annam.* 16th July.—*Dardanus, Glenshiel, Natal.*

Arrivals at Home.—19th July.—*Ulysses, Segovia.*

PASSENGERS.

ARRIVED.

Per *Thales*, from Coast Ports, Mr. E. Grainger.

Per *Uganda*, from Taku, Capts. P. H. Cunningham and P. K. Chitale, Sergts. Terry and McHale.

Per *Hongkong Maru*, from San Francisco, &c., Mrs. D. F. Anglin, Messrs. F. L. Benton and F. O. Branch, Mrs. W. D. Clark, Messrs. J. Lewis Crew, A. Crowley, A. J. Gies, Rev. E. J. Hardy, Mr. N. Holstein, Lieut. C. D. Hutchins, Mrs. A. B. Jeffers, Mrs. Wm. Jeffers, Mrs. S. A. Mitchell, Mrs. L. C. Cartwright, Miss Alice Roberts, Miss Una Roberts, Mr. A. S. Mon, Mr. and Mrs. J. S. Spear, Jr., Mrs. H. Stone, and Mrs. C. W. Thomson and child.

COLD STORAGE.

The Hongkong Ice Company, Limited is now prepared to receive perishable provisions for Cold Storage at East Point at Moderate Rates.

Wm. PARLANE, Manager.

Hongkong, 17th February, 1899. [85

JOINT STOCK SHARES

Hongkong, 20th July.

Stocks.	No. of Shares.	Issue V'lue.	Paid up.	Last Dividend	Closing Quotations
Banks.					
Hongkong and Shanghai Banking Corporation	80,000	$125	$123	30/- div. 10/-bonus = $19.20 for half year ended 31/12/00	3.7 p.c. pr. = $621.25, London 102. [sellers
Bank of China & Japan, Ld.	199,875	£8	£1	None	£1.0.0
Do. Deferred	1,250	£1	£1	None	£5. 6s.
National Bank of China, Ld.	19,970 A	£10	£8	3/1 1/2 for 1899	$23, buyers
	20,055 B	£10	£8	3/1 1/2 at 2/1 = $1.50 for '99	$28, buyers
Do. Founders' Shares	750 fdrs.	£1	£1	None	$15, sellers
Marine Insurances.					
Union Ins. Society, Ld.	10,000	$250	$50	40 p. ct. = $20 for 1899	$340.
China Traders' Ins. Co., Ld.	24,000	$83.33	$25	16p.ct. for yr. end. 3.'00	$69, sellers
North China Ins. Co., Ld.	5,000	£100	£25	5 p. ct. = £1.5. on account of 1900	Tls. 180, buyers
Yangtsze Ins. Assocn., Ld.	8,000	$100	$60	$12 = 20 p. ct. for 1899	$120.
Canton Insurce. Office, Ld.	10,000	$250	$50	$12 for 1899	$180, sellers
Straits Insurance Co., Ld.	30,000	$100	$20	5 per cent. for 1895	nominal
Fire Insurances.					
Hongkong Fire Ins. Co., Ld.	8,000	$250	$50	$24 for 1900	$350, sellers
China Fire Ins. Co., Ld.	20,000	$100	$20	$6 for 1899	$85, sellers
Shipping.					
Hongkong, Canton and Macao S. B. Co., Ld.	80,000	$15	$15	$1.20 for half year ended 31/12/1900 50c. Bonus	$35 1/2, sales
Indo-China S. N. Co., Ld.	60,000	£10	£10	Fin. of 6p. c. making in all 1 p. c. also 4 p.c. bonus for 1900	$110, ex div. sellers
China & Manila S. S. Co., Ld.	6,000	$50	$50	5 per old share — 10 p. c. for '00	$63.
	14,000	$50	$40	$2 per new share	$52.
Douglas Steamship Co., Ld.	20,000	$50	$50	12 per cent. for year ending 30-6-'01	$51, sales
China Mutual S. N. Co., Limited, Preference	20,000	£10	£10	Fin. of 3p.c. making in all 5p.c. for '00 on pref. sha.	£12.
Do. Ordinary	20,000	£10	£10	Fin. div. of 10p.c. making in all 15 p.c. on sha. '00	£12.
Do. do.		£10	£5		£7.
Star Ferry Co., Limited	10,000	$10	$10	12 per cent. for year ended 30-6-'01	$24, buyers
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	Int. div. of 6 1/2 per cent on account of 1901	$9 1/4, buyers
					$22.12.6, buyers
Refineries.					
China Sugar Refining Company, Limited	200	$100	$100	Final of $9 1/2, making in all $12 per share for 1900	$142 1/2, sales
Luzon Sugar Refg. Co., Ld.	7,500	...50	$100	$3 for 1897	$36, sellers
Mining.					
Punjom Mining Co., Ld.	60,000	$10	$9	None	$5, sellers
Do. Preference	30,000	$1	$1		$1.25
Société Fran. des Charbonnages du Tonkin	15,300	Fs.250	Fs.250	Fs. 30 per share for 1900	$325.
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	5 cents sellers
Selubu Mining and Trading Company, Ld.	45,000	$5	$5	5 p. ct. half year end. 31/7/01 (coupon 9)	$4 1/2, sellers
Raub Australian Gold Mining Co., Limited	200,000	£1	18/10	1/- p. share = 25 cts., 12th div.	$13, sellers
Olivers Freehold Mines, Limited	A 15,000	$5	$5	None	$1, sellers
	B 45,000	$5	$4 1/2		$1, sellers
Docks, Wharves, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	$50	$50	10 p. c. & 14 p. c. bonus, 1 year 31-12-'00 Gold capt.	$305, sellers
Hongkong and Kowloon Wharf and G. Co., Ld.	30,000	$50	$50	Final of 5 p. cent on account of 1900	$102 1/2, sellers
Wanchai Warehouse and Storage Co., Ld.	2,000	$100	$37 1/2	Int. of $1 1/2 on account of 1900	nominal
New Amoy Dock Co., Ld.	6,000	$63	$63	35 per cent. for 1899	$23 1/2, buyers
Lands, Hotels & Buildg.					
Hongkong Land Investment & Agency Co., Ld.	50,000	$100	$100	Final $6 on account 1900	$193, sellers
Kowloon Land & B. Co.	6,000	$50	$30	$1.80 for 1900	$30, sellers
West Point Building Company, Limited	12,500	$50	$50	Final $1.75 on acct. 1900	$54, sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	10 p. ct. for half year ended 30-12-1900	$130, buyers
Oriental Hotel, Manila	7,000	$50	$50	8 p c. for 1 year 31.12.00	$70, sellers
Humphreys Est. & Fin. Co.	100,000	$10	$10	$1 per share for 1900	$13.50.
Cotton Mills.					
Ewo Cotton, Spinning and Weaving Co., Ld.	17,500	Tls.100	Tls.100	3 1/2 p. ct. for period ending 31-10-'97	Tls. 47 1/2
Internatnl. Cot. M'fg. Co., Ld.	10,000	Tls.100	Tls.100	3 p. ct. on account '98	Tls. 42.50
Laou-kung-mow Cotton Spin. & Weav. Co., Ld.	8,000	Tls.100	Tls.100	4 p. ct. on account '98 on 6,000 shares	Tls. 50
Soy Chee Cotton Spinning Company, Ld.	2,000	Tls.500	Tls.500	4 p. ct. for period ending 31-12-'97	Tls. 325
Yahloong Cot. Spin. Co., Ld	7,500	Tls.100	Tls.100	None	Tls. 27.50
Hongkong Cotton Spin., Weav. & Dying Co., Ld.	12,000	$100	$100	None	$10 1/2, buyers
Miscellaneous.					
Manila Investment Co., Ld.	20,000	$50	$50		$36 1/2, sellers
Green Island Cement Co.	100,000	$10	$10	8 p.c. for 1900	$23 1/2, buyers
China Borneo Co., Ld.	7,500	$20	$15	25 per cent. for 1900	$38, sellers
A. S. Watson & Co., Ld.	30,000	$10	$10	Final of 70 cents. = 12 p. c. for 1900	$10, sales & sellers
Hongkong Electric Co., Ld.	30,000	$10	$10	70 cents per share	$12, buyers
	30,000	$10	$5	24 cents per share	$6, buyers
Hongkong and China Gas Company, Limited	7,000	£10	£10	10 p. cts. div. & 1 p. ct. bonus for 1901	$130, buyers
Hongkong Rope M'fg. Co.	10,000	$50	$50	$20 per cent. 1900	$175, sellers
Geo. Fenwick & Co., Ld.	6,000	$25	$25	15 per cent. for 1900	$55, sellers
Hongkong Ice Co., Ld.	5,000	$25	$25	Int. $10 p. s. on act. 1900	$185, buyers
Hongkong High-Level Tramways Co., Ld.	1,250	$100	$100	$14 for year ended 30-11-1900	$260, buyers
Hk. Steam Water-boat Co., Ld.	7,500	$10	$7	First year	$8, buyers
Dairy Farm Co., Ld.	10,000	$7	$8	$1 per share	$7, buyers
Hk. & China Bakery Co., Ld.	600	$50	$50	15 per cent. for 1899	$50.
Campbell, Moore & Co., Ld.	10,000	$10	$10	20 per cent. for 1900	$20, buyers
Bell's Asbestos E. Agcy., Ld.	10,000	£1	£1	None	$1.10.
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$4	75c. p. share for year ended 31-5-'00	$11.
	100 fndrs.	$10	$10		$20.
Tebrau Planting Co., Ld.	20,000	$5	$5	None	$3, sellers
China Provident Loan & Mortgage Co., Ld.	50,000	$20	$10	60 cents for year ending 31-12-'01	$10 1/2, buyers
Watkins, Limited	50,000	$20	$20	Int. div. 30 cts. p. share	$19 1/2, buyers
Universal Trading Co.	10,000	$10	$10	12 per cent. for 1900	$20, nominal
China Light & P. Co., Ld.	15,000	$20	$20	First year	$50, nominal
Robinson Piano Co., Ltd.	3,200	$50	$50	11 per cent for 1900	
Cigar Companies.					
Philippine Tobacco Trust Co., Ld.	20,000	$50	$50		$60, sellers
Alhambra, Ld.	200	$500	$500	25 p. c. for year ended 30-6-1900	$1,600, sellers

VERNON & SMYTH, Brokers.

Ideal Milk

Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

PEERLESS SCOTS WHISKIES.

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3 Star, Special—The finest of all "Pog" WHISKIES at $18.00

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Stop drinking rank, Smoky Stuff, because "it comes through the Soda.—

Try Haig & Haig's WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.

Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

1370]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 19th JULY, P.M.

STATION.	Hour.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
V'divostock	2 p.	29.63	73	—	—	0	b
Tokyo	"	29.78	—	—	S	4	—
Kochi	"	29.83	—	—	SW	2	—
Nagasaki	"	29.79	—	—	S	4	—
Kagoshima	"	29.87	—	—	—	0	—
Taihoku	1 p.	29.84	—	—	NW	2	—
Taichu	"	29.84	—	—	W	6	—
Tainan	"	29.91	—	—	W	4	—
Koshun	"	29.92	—	—	SE	2	—
Pescadores	"	29.92	—	—	S	4	—
Gutzlaff	3 p.	29.79	89	91	SW	3	ov
Sharp Peak	"	29.76	85	76	SE	5	c
Amoy	"	29.78	91	74	SE	4	c
Swatow	"	29.77	87	—	SSW	3	c
Canton	"	29.81	90	73	SW	3	b
Hongkong	1 p.	29.81	84	75	SW	1	op
Victoria Peak	"	—	—	—	S	2	—
Gap Rock	"	29.81	—	—	SSW	4	—
Macao	"	29.81	89	—	SSW	1	c
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.59	84	77	NNE	2	ot
Malate	3 p.	—	—	—	W	2	o
Bacolod	"	—	—	—	SE	2	o
Iloilo	"	29.82	81	—	SE	3	o
Cebu	"	29.83	84	—	SW	2	c
C. S. James	"	—	—	—	SW	1	c
	20th JULY, A.M.						
V'divostock	7 a.	29.72	65	95	—	0	c
Tokyo	10 a.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	6 a.	29.94	—	—	S	2	—
Taichu	"	29.96	—	—	—	0	—
Tainan	"	29.92	—	—	E	2	—
Koshun	"	29.94	—	—	—	0	—
Pescadores	"	29.92	—	—	S	2	—
Gutzlaff	9 a.	—	—	—	—	—	—
Sharp Peak	"	29.84	87	76	—	0	b
Amoy	"	—	—	—	—	—	—
Swatow	"	29.83	84	—	S	2	c
Canton	"	29.85	88	80	SW	1	b
Hongkong	10 a.	29.89	85	73	—	0	o
Victoria Peak	"	—	—	—	S	3	—
Gap Rock	"	29.84	—	—	SSW	2	—
Macao	"	29.87	88	—	SW	1	c
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.83	84	85	S	1	o
Malate	9 a.	—	—	—	—	0	o
Bacolod	"	—	—	—	SW	2	or
Iloilo	"	29.89	80	—	SE	2	o
Cebu	"	29.88	86	—	SW	1	o
C. S. James	7 a.	—	—	—	—	—	—

On the 20th at 12.10 p.m. The barometer has risen slightly in S China. Pressure remains high over the N part of the China Sea, and gradients continue slight with moderate S monsoon on the China coast. Forecast:—moderate S winds; showery.

Messrs. Falconer & Co.'s Register, 20th July.

Barometer 9A.M.	29.85	Therm. 9 A.M. (Wetbulb)	79
Barometer 1P.M.	29.83	Therm. 1 P.M. (Wetbulb)	81
Barometer 4 P.M.	—	Therm. 4 P.M. (Wetbulb)	—
Thermom. 9A.M.	84	Therm. Maximum	—
Thermom. 1 P.M.	87	Therm. Maximum over night	82
Thermom. 4 P.M.	—		

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.94	29.89	29.78
Temperature	84	84	88
Humidity	74	74	60
Direction of wind	S	W	W
Force	2	1	1
Weather	o	b	b
Rain	—	—	—

Highest open air temperature on the 20th 88
Lowest open air temperature on the 20th 79
Hongkong Observatory, 21st July.

HONGKONG TIDE TABLE.

22nd to the 28th July, 1901.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	22	m 1 38	7 3	m 6 32	1 1
		6 24 a	2 9	7 4 a	—1 0
Tues.	23	m 2 14	7 11	m 7 54	1 3
		1 3 a	2 2	7 39 a	—0 4
Wed.	24	m 2 48	8 9	m 9 46	1 2
		7 18 a	1 8	8 16 a	—0 8
Thurs	25	m 3 43	8 3	m 11 18	0 29
		4 48 a	1 4	8 58 a	—0 34
Fri.	26	m 4 29	8 0	m 0 12 a	0 3
		6 46 a	1 3	9 52 a	—1 1
Sat.	27	m 5 16	8 10	m 0 59 a	0 3
		8 0 a	1 6	11 3 a	—1 2
Sun.	28	m 6 1	8 8	m 1 50 a	—0 9
		8 50	8 7		

1901 1901 1901

MAIL TABLES.

The Card published at the *Daily Press* Office Contains:—

English Mails, homeward and outward
French " " "
German " " "
Canadian " " "
Parcel Post " "
Calendar for 1901 " "

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by *Daily Press* Office or the Booksellers.

VISITORS AT HOTELS.

Hongkong Hotel.

Mr. D. A. Andrew
Mrs. Angus
Mr. H. Arnold
Mr. J. D. Auld
Mr. W. S. Bailey
Mr. David Benjamin
Mr. F. G. A. Berlinger
Mr. J. Black
Mr. R. J. Breitmann
Dr. C. P. Bogg
Dr. F. H. Bowers
Mr. A. J. Bowie
Mr. J. Brown
Mr. R. H. Brown
Major W. B. Browne, R.E.
Mr. & Mrs. Bruce
Mr. Bu natow
Mr. D. H. Cameron
Dr. F. Clarke
Mr. W. G. Clarke
Mr. G. E. Cole
Mr. J. S. Colson
Mr. D. Craig
Mr. P. A. Cunningham
Mr. P. C. Denroche
Mr. D. M. Davitbiss
Mr. G. M. Discombe
Major D rehill, R.A.
Mr. T. F. Dredge
Capt. P. S. Dyson
Mr. & Mrs. Fe nald
Mr. N. M. Geoghegan
Mr. Kennedy Gibson
Mr. C. Glover
Mr. W. W. Goddard
Mr. H. Godfrey
Mr. James G w
Mr. John Grant
Mr. A. E. Griffin
Mr. Harold
Mr. J. A. Hawes
Mr. H. F. Henning
Mr. S. G. Hobson
Mr. Thos. Howard
Dr. J. Huber
Mr. W. Kerfoot Hughes
Mr. A. N. Huke
Capt. Innes
Mr. E. N. Irvin
Mr. & Mrs. E. Johnson
Mr. & Mrs. E. S. Jos
Mr. E. A. Katsch
Mr. E. Kaufmann
Mr. A. Kiene
Mr. & Mrs. F. Kiene
Major H. S. King, R.E.
Mr. J. Kirkwood
Mr. N. Lazarus
Major R. P. Littledale, R.
Mr. Menashi
Mr. A. Meurer
Mr. Michael
Mr. H. Monini
Mr. W. Parfitt
Mr. Pascual
Mr. C. Piry
Mr. A. J. Pitcher
Dr. L. R. Reel
Mr. A. Reid
Mr. & Mrs A. W. Rettig
Mr. W. R. Robertson
Mr. O. S. Rothschild
Mrs. W. E Sawer
Mr. C. Schouw
Mr. P. W. Sergeant
Mr. R. G. Smithers
Mr. G. R. Stevens
Mr. H. Goyne Stevens
Mr. H. S. Sweeting
Mr. D. G. Taylor
Mr. Harry Thomas
Dr. J. C. Thomson
Mr. H. H. Tibbey
Mr. Valentin
Mr. G. H. Wakeman
Mr. and Mrs. Frank W. Watts
Mr. W. F. Wenyon
Mr. W. J. G. Whiley
Mrs. W. Whiley
Lieut. & Mrs. Bagnall Wild
Mr. & Mrs. A. A. Williamson and child
Mrs. J. Williamson and child
Mr. T. E. Woodward
Mr. J. J. Woollen

Peak Hotel.

Mr. James Beattie
Mr. S. S. Benjamin
Mr. J. W. C. Bonnar
Mr. H. F. B. Brayne
Col. L. F. Brown, R.E.
Mr. G. Brusse
Mr. Allan Cameron
Col. A. W. Collard
Colonel Crookenden
Mr. George H. Dent
Mr. F. Drion
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. Andrew Fornes
Mr. & Mrs. H. W. Fraser
Mrs. Glover
Mr. D. M. Graham
Mr. & Mrs. E. Gumpert
Dr. G. M. Harston
Mrs. G. M. Haveston
Lieut.-Col. Hughes
Mrs. W. C. Jack & family
Mr. H. N. Jeffries
Dr. K. Lang
Mr. J. E. Lee
Mr. Gordon Mackie
Mr. R. Martin
Mr. & Mrs. F. Kiene
Mr. & Mrs. W. M. Long
Mrs. Lovely
Mr. C. Lue
Capt. D. Macdonald
Mr. D. Macdonald
Mr. J. Grant Mackengie
Mr. J. T. Maclean
Mr. J. McWilliams
Mr. Marlow
Mr. A. Meurer
Mr. Michael
Mr. H. Monini
Mr. W. Parfitt
Mr. Pascual
Mr. C. Piry
Mr. A. J. Pitcher
Dr. L. R. Reel
Mr. A. Reid
Mr. & Mrs A. W. Rettig
Mr. W. R. Robertson
Mr. O. S. Rothschild
Mrs. W. E Sawer
Mr. C. Schouw
Mr. P. W. Sergeant
Mr. R. G. Smithers
Mr. G. R. Stevens
Mr. H. Goyne Stevens
Mr. H. S. Sweeting
Mr. D. G. Taylor
Mr. Harry Thomas
Dr. J. C. Thomson
Mr. H. H. Tibbey
Mr. Valentin
Mr. G. H. Wakeman
Mr. and Mrs. Frank W. Watts
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Mr. W. J. G. Whiley
Mrs. W. Whiley
Lieut. & Mrs. Bagnall Wild
Mr. & Mrs. A. A. Williamson and child
Mrs. J. Williamson and child
Mr. T. E. Woodward
Mr. J. J. Woollen
Mr. & Mrs. Miller
Mr. M. Oustinoff
Col. Perrott
Miss Paterson
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Mr. A. Sinclair
Mr. & Mrs. Skertchly
Mr. A. G. Stokes
Mr. J. S. Thomson
Mrs. G. M. Thomson
Lieut.-Col. J. B. Wilcox
Mrs. H. H. Wilcox
Mr. W. T. Wilgress
Mrs. W. Wilson & child
Mr. & Mrs. H. Taylor Wright

Craigiburn Hotel.

Mr. James Anderson
Mr. & Mrs. J. M. Beattie
Mr. E. Burns-Pye
Mr. & Mrs. H. Mat ieson Brown
Mr. J. W. Crouch
Mr. G. H. Edwards
Capt. J. Farrow
Mr. & Mrs. J. Gamble
Mr. J. B. Hoomskark
Mr. W. Helms
Capt. P. Langlands, A.O.D.
Mrs. Langlands
Sister, Govt. Civil Hospital
Consul Volpicelli
Mr. & Mrs. F. H. Yeats

Connaught House.

Mrs. Florence Adelaide
Madame Bell
Mr. C. Buttrie's
Mrs. O. Carlotta
Miss Lulu Bugano
Mr. & Mr. T. W. Hinton
Master Walter Horlet
Mr. J. Pender
Mr. & Mrs. F. F. Ribeiro and family.

Waverley Hotel.

Mr. A. Blass
Mr. N. K. Davidson
Mrs. H. C. D. Frampton
Capt. Garrick
Mr. R. Hachfeld
Dr. Macle